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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
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The King.  
**BOVRIL**  
makes delicious bouillon, rich,  
tasty gravies; adds flavour and  
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BOVRIL is the true economist  
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## INTIMATIONS

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**NEW MODELS FOR 1910.**

**PRICE \$378.**

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[a34-2]

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HEAD OFFICE, SHANGHAI.

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A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
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Insurance in Force ... \$3,855,885.00  
Assets ... 8,415,250.00  
Income for Year ... 3,566,559.00  
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
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B. W. TAPP, Esq., and the  
District Secretary.  
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Advisory Board, Hongkong.  
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[a1472]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

In Casks 3 1/2 lbs. net.

In Bags 250 lbs. net.

**SHEWAN, TOMES & CO.,**

General Managers.

Hongkong, 23rd April, 1908. [a723]

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**WEEK DAYS.**

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 3 hours.

**SATURDAYS.**

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
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**SPECIAL CARS** by arrangement at the  
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Hongkong, 1st April, 1909. [a476]

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THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,  
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES ... APRIL 15TH.

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FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

For Further Particulars, apply to—

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**SPECIAL VALUE**

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TAN ENGLISH MADE

## BOOTS AND SHOES

**"OAKMORE" BRAND**

**\$5.00 AND \$6.00 PER PAIR.**

**LANE, CRAWFORD & CO.**

[a28]

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At A.B.C., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers  
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**AT NAGASAKI:**—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
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Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth " " "	56 "	66 "
" Draft " " "	22 "	25 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Shearlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

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**ROASTED AND GROUND ON OUR  
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**In 1/2 lb. and 1 lb. Tins.**

[a46]



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a30

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Jane's Fighting Ships for 1910	—	Lying Lips, by William Le Queux	\$1.75
The Statesman's Year Book, 1910	—	The Shadow of a Titan, by A. F. Wedgwood	1.75
Dogs and all about them, by Robert Leighton	—	The Cheerful Knave, by Kettle Howard	1.75
Dancing as it should be, by Edward Scott	—	Rancher Cartaret, by Harold Bindloss	1.75
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Pocket Map of Chinese Empire	80	The Black Tulip, by Alex. Dumas	\$0.80
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Route Chart of India and the East	80	The Forty-five Guardsmen, by Alex. Dumas	80
Wayside and Woodland Trees, by Edward Step	—	The Queen's Necklace, by Alex. Dumas	80
Maintenance of Health in the Tropics, by Simpson	—	The Man in the Iron Mask, by Alex. Dumas	80
		Ten Years Later, Alex. Dumas	80

**WHAT'S WRONG WITH THE WORLD?**  
BY G. K. CHESTERTON.

## LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED—

FOLDING POCKET CAMERAS, fitted with GOERZ,  
ZEISS and ROSS LENSES, PREMO FILM and  
PLATE CAMERAS, KODAKS, FILMS and  
ACCESSORIES.  
AT MODERATE PRICES.  
DEVELOPING AND PRINTING A SPECIALITY.

[910]

## ENTERTAINMENT

**THEATRE ROYAL,**

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Lessee, MR. WARWICK MAJOR.

**WARWICK MAJOR'S**

**COMEDY CO.**

Including MISS GEORGIE CORLASS.

TO-NIGHT AT 9 O'CLOCK.

FOR THE FIRST TIME IN HONGKONG.

OSCAR WILDE'S LATEST WORK.

**"THE IMPORTANCE OF**

**BEING EARNEST"**

("A SERIOUS PLAY FOR TRIVIAL PEOPLE")

Now Drawing Crowded Houses at the St. James

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MISS GEORGIE CORLASS as

"CECILY."

**LAST NIGHT OF THE SEASON LAST NIGHT!**

TO-MORROW, AT 9 P.M.

The musical something-to-laugh at,

**"THE DANDY DOCTOR."**

MISS GEORGIE CORLASS as

"MARY ANN."

**LAST NIGHT OF THE SEASON LAST NIGHT!**

**SPECIAL NOTICE.**

WEDNESDAY NEXT, SEPTEMBER 21ST,

FLYING VISIT FOR ONE NIGHT ONLY

**"THE NEW BOY."**

**BOOK EARLY**

POPULAR PRICES ... \$3, \$2 & \$1.

Plans at MOUTRIE'S. [1054]

## NOTICE.

**WE** beg to inform our Lady  
Customers that our  
Establishment will be CLOSED at  
5.30 P.M. every day, commencing  
from 5th September, for One Month  
only, owing to our FASTING  
HOLIDAYS.

**HOOSAIN-ALI & Co.,**

No. 14, Queen's Road Central.

Hongkong, 5th September, 1910. [707]

## GRACA & CO.

27, DES VEAUX ROAD

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE for 1910,

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c.

Inspection Invited. [789]

## INTIMATIONS

**HONGKONG GYMKHANA CLUB.**

**THE FOURTH MEETING** of the Season

will be held at HAPPY VALLEY,

TO-MORROW (SATURDAY), the 17th

September, 1910, commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for

others than Members of the Hongkong Jockey

Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong

to be present.

**REGINALD F. C. MASTER,**

Hon. Secretary and Treasurer.

Hongkong, 14th September, 1910. [1056]

## OSAKA SHOSEN KAISHA.

**IT IS HEREBY NOTIFIED** that Mr.

S. HIRAI has this Day assumed charge

of the Company's business at this Port, vice

Mr. TADAICHI ARIMA, transferred to

Kobe.

Hongkong, 14th September, 1910. [1051]

## LOST-REWARD.

**BETWEEN** the French Consulate, Peak

and the City Hall on the 14th inst.,

A CAMEO and GOLD BROOCH,

Design—the head of MARIE STUART.

Finder kindly return to—

12,

Care of "Daily Press" Office.

Hongkong, 15th September, 1910. [1065]

## CORRESPONDENCE COLLEGE.

**THOROUGH** Preparation by Postal Tuition

for the LONDON MATRICULATION.

BAR, LAW, MEDICAL, &c.; also in

ENGLISH, MATHEMATICS, &c., by very

Successful Teachers.

Success guaranteed.

Apply for terms, testimonials and qualifi-

cations to—

**PROFESSOR JOHN P. LONG, B.A.**

(formerly Lecturer at the Swansea University

College).

**RICHMOND CORRESPONDENCE SCHOOLS,**

Alexandra Road,

St. Margaret's on Thames,

LONDON.

1050 [1050]

## THE MERCANTILE

## LITHOGRAPHIC.

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HONGKONG.

**UNDERTAKES** to execute with neatness

all kinds of ARTISTIC LABELS,

BILLS OF EXCHANGE, VISITING

CARDS, LETTER HEADINGS, MENUS,

DIE STAMPING, etc.

Hongkong, 14th July, 1910. [822]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the

**MANAGER.**  
Hongkong, 24th July, 1905. [a858]

### ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Gas and Electric Light and Fans, Large  
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Bars and Billiard Rooms. CUTSINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION. Sanitary Arrangements of  
the latest. HOTEL LAUNGE MEETS ALL  
STEAMERS. Monthly Rates for Families and  
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**J. H. OXBERRY,**  
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**FREDERICK REICHMANN,**

Proprietor.

(late Manager of J. H. LYONS (Trocadero),

leading Caterers in London, and

Grand Oriental Hotel, Colombo).

TELEPHONE No. 437.

Telegraphic Address "COMFOR,"

Hongkong.

Hongkong, 1st September, 1910. [a542]

### "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.

Telephone, No. 690.

Apply to— Mrs. F. W. YATTS,

"Braeside," 20



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED,  
ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR  
SCOTCH  
WHISKY

BLEND OF THE FINEST PURE  
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S  
"E" has maintained the re-  
putation of the FINEST  
SCOTCH WHISKY in the  
FAR EAST.

**A. S. WATSON & CO.,**  
LIMITED,  
ALEXANDRA BUILDINGS. [25]

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HONGKONG OFFICE: 10A, DES VIGUE ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 16TH, 1910.

The Colonial Budget for the year 1911 was presented to the Hongkong Legislative Council yesterday afternoon, and its most salient features were outlined by H.E. the OFFICER ADMINISTERING THE GOVERNMENT in a speech commendable for its clearness and notable for its brevity. It is, on the whole a hum-drum Budget, but there are, as usual, a few items in it of exceptional interest. In the first place, we may mention the announcement that as a result of the correspondence initiated by Sir FREDERICK LUGARD, the Imperial (British) Post Office has decided, as from the end of this year, to relieve the Hongkong Post Office of responsibility for the continued maintenance of the British Postal Agencies in China. When His EXCELLENCY THE GOVERNOR addressed the Council on this subject a year ago he stated that the Agencies began to show a loss in 1908, in which year, including the military contribution on gross receipts, it amounted to \$51,172. The Estimate for the past year was a little in excess of that amount. It was manifestly unfair that the Colony of Hongkong should be required to bear that loss, and last year H.E. THE GOVERNOR was able to announce that he had succeeded in inducing the Imperial Government to so far recognise its responsibility as to pledge itself to meet half the loss on these Agencies. At that time the GOVERNOR

was in hopes of covering the other half by contributions from the British communities concerned, or alternatively by raising the Postal rates. We may conclude that both these ideas proved impracticable. It was foreboded in the Budget speech of last year that if a satisfactory arrangement by which Hongkong should be entirely relieved of all loss on this account was not arrived at, the Government might decline to conduct the Agencies any longer. It is very satisfactory to know that the difficulty has been solved by the Imperial Government taking over the Agencies. It means a saving to the Colonial Government of a not inconsiderable sum for in addition to the actual deficit this Colony has had to pay the military contribution of 20 per cent. on the gross revenue of the Postal Agencies. Presumably, under the new arrangement the revenue will not be subject to that charge, so that the loss falling on the Imperial Government will not be so large as the Hongkong Government has had to meet.

One other item of special interest in the Budget Statement is that of the Kowloon-Canton Railway. The year's revenue is estimated at \$107,000, while the expenditure on railway account, less the sum chargeable to capital, is \$511,276. H.E. the OFFICER ADMINISTERING THE GOVERNMENT explained that the interest on advances for construction amount to \$410,000. This is a new charge on Revenue Account, as such interest has hitherto been debited to cost of construction. Until through traffic is established with Canton no conjecture of any value can be formed of the extent to which railway revenue may contribute to the relief of this heavy burden. It must be borne in mind, when considering the estimated revenue for next year from the railway, that through communication is not expected to be made with Canton until July next. Meanwhile the earning powers of the British section will be very limited. What with this and the sinking fund which is being created in respect of the loan to the Viceroy of Wuchang, the Colony has to provide next year close upon five lakhs of dollars on railway accounts out of the ordinary revenue, for the railway is not expected to cover running expenses. For the present the community can do no more than hope that when once the line is completed to Canton the volume of traffic will respond to the most sanguine expectations, and that the railway may soon be in a position to contribute substantially to the reduction of the burden. Another item calling for mention is that of the revenue from the liquor duties under the Ordinance passed last year. The approved estimate for the year 1910 is \$800,000, and it is anticipated that owing to exhaustion of old stocks of liquors, the duties on the imports in 1911 will yield \$725,000, so that expectations are being amply fulfilled.

The net result of the Estimates for 1911 is a deficit of close on three lakhs of dollars. It is consoling to observe that no new taxation is contemplated to cover this. The Mongkoktsui Harbour of Refuge is responsible for over two lakhs of the deficit, but this is chargeable to surplus balances. The remainder of the deficit is expected to be more than covered by the Imperial Government's contribution towards the loss incurred by the Colony on the letting of the Opium Farm.

For selling opium without a license a resident of Gutzlaff Street was ordered by Mr. Halliday at the Magistracy yesterday to pay a fine \$50, the alternative being six weeks' imprisonment.

On Wednesday morning there was a collapse at the Ting Lap Ting coal godown on the Praya at Wanchoi. Portion of the roof of the godown and the wooden frontage gave way, but fortunately no one was injured.

A Japanese, who was charged before Mr. J. R. Wood at the Magistracy yesterday with stealing away from Singapore on the steamer *Hirano Maru*, was found guilty and sentenced to six weeks' imprisonment with hard labour.

Next month Hongkong is to be visited by "The Great Nicola," who is described as "America's foremost entertainer," the marvel of the Twentieth Century and the miraculous mystifier of both hemispheres. The Great Nicola is a magician, "the acknowledged King of Mystery." A Japan paper says: "It is safe to say that never in Yokohama has a more remarkable and attractive performance been given than that by the Great Nicola and his company." When he was in Shanghai last July this clever entertainer drew crowded houses. It is a long time since Hongkong was provided with an entertainment of this description, and the Great Nicola can safely count on as good houses here as he has had elsewhere in the East. He gives his first performance in Hongkong on October 5th.

## TELEGRAMS.

[Protected by the Telegraph Message  
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["DAILY PRESS" EXCLUSIVE SERVICE.]

## DEATH OF VISCOUNT SONE.

Tokyo, September 15th.

The death is announced of Viscount Sone, who succeeded the late Prince Ito, as Resident-General at Seoul.

[Viscount Sone had been suffering from cancer.]

## CONTEMPLATED ROYAL TOUR IN IRELAND.

London, September 15th.

The "Dublin Daily Express" states that "Their Majesties the King and Queen will make a tour of Ireland after the coronation."

## THE AMERICAN ELECTIONS.

London, September 15th.

The Republican primary elections at Washington indicate that an Insurgent supported by Mr. Roosevelt will be elected Federal Senator and two Insurgents and one regular Republican as Congressmen.

## A MANCHURIAN RAILWAY AGREEMENT.

London, September 15th.

A St. Petersburg telegram states that the South Manchurian Railway Co. and the Kirin-Changchun Railway Co. have signed a working agreement at Kwangchangtsze.

## HONGKONG UNIVERSITY.

SIR FREDERICK LUGARD ISSUES AN APPEAL.

London, September 15th.

Sir Frederick Lugard, Governor of Hongkong, has issued an appeal for support for the Hongkong University Endowment Fund. His Excellency gives a lengthy explanation of the scheme and dwells upon the unique advantages of the University in Hongkong. He remarks that a University in China is bound to come under the deadening influence of Chinese officialdom.

The Liverpool Clergy Union has raised £2,000 in aid of the Fund.

## GREEK NATIONAL ASSEMBLY.

London, September 15th.

Opening the Greek National Assembly at Athens, which has been convened to revise non-fundamental clauses of the Constitution, the King said he rejoiced over the eminently pacific manner in which the electors had used the supreme political right. He was confident that the Assembly would overcome all difficulties and prepare healthier bases for working their institution.

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

We are officially informed that the Hongkong office of the Bank has received a telegram from the head office advising that the directors have declared an interim dividend for the half-year ending 30th June last at the rate of 13 per cent. per annum free of income tax.

## THE "AGAMEMNON" ASHORE.

The steel screw-steamer *Agamemnon*, of 7,000 tons, owned by the Ocean Steamship Company, of Liverpool, bound from the Mersey for Glasgow, went ashore during a dense fog at Cloughly Bay, on the co. Down coast, the scene of numerous previous casualties. The crew consist of about sixty, including a number of Chinese. When the vessel struck there was considerable alarm amongst the Orientals. All were safely taken ashore in the steamer's boats. The motor lifeboat and another were launched, but their services were not required. The report added that the vessel was in a very dangerous position, and should a gale arise she would become a total wreck. The forehold was full of water.

Acting on the instructions of the owners, a member of tugs proceeded to the scene of the casualty for the purpose of attempting to float the vessel.

Some four further charges of obtaining money by false pretences have been preferred against John Grant, the ex-surveyor in the Public Works Department. The defendant was formally charged before Mr. J. R. Wood at the Magistracy yesterday and remanded.

## SUPREME COURT.

Thursday, September 15th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR FRANCIS FICKEOT).

CHINESE GOVERNMENT NO "LOCUS STANDI" IN EXTRADITION CASES.

In the matter of Li Yu Mai, formerly commander of the *a.s. Bayan Maru*, in which a rule nisi was granted, a Lordship delivered judgment, in which he decided that the rule must be discharged. He delivered the following important ruling:—

I must now give a definite ruling to the *locus standi* of the Chinese Government in *habeas corpus* proceedings before the Court. The first case I tried when I came to the Colony was an extradition case in which the Chinese Government appeared. I was informed that it had been the practice in the Colony for some years, and in fact it was stated that the Colonial Government had been accustomed to stand aside, allowing the Chinese Government to take charge. I held that the Chinese Government had no *locus standi*. The Full Court in a recent case, however, had their attention called to what were looked on as precedents in the Courts at Home, in which foreign governments had appeared, and, noting that my attention had not been called to them, allowed the Chinese Government to appear; but refrained from giving a definite decision on the subject. I therefore allowed the Chinese Government to appear, and the case was conducted by its Counsel, but I indicated that I considered that the matter was open for me to express a definite and considered opinion upon it. Now, as to the so-called authorities, the point is an absolutely new one; the most that can be said is that the practice has grown up of allowing the foreign government to appear, and that it has never been challenged, and therefore has never been considered by the Courts. In one case, indeed, *re Guarin*, the *Banque de France*, complainants in France, were represented by Counsel. The practice seems to me to be entirely contrary to the fundamental ideas of extradition. The English extradition proceedings are instituted by the English Government at the request of the foreign government. On this mere statement of the case it appears to me clear that the foreign government cannot have any voice in the matter otherwise than diplomatically. It seems to me inconceivable that a foreign government should first ask the English Government to act, and then construe that into a permission to conduct the proceedings. The letter and spirit of the Act are dead against it. If it had been thought advisable, nothing would have been easier than to have made a different procedure; and to say that the request should take the form of a request to appear before the English Court to conduct the case. But there seem to me to be many reasons why such a course has not been adopted. The main one is this: that the foreign criminal proceedings have dropped out entirely, except so far as any evidence which may have been taken in them is concerned. Currency is not given the foreign warrant; the whole English procedure has been superimposed on the foreign proceedings as auxiliary to it; and, further, the question before the English Courts is entirely one of English law: an arbitrary but convenient test, the reference of the facts to English criminal law has been created: so that the questions before the magistrate are essentially English from beginning to end. And on the *habeas corpus* question is whether according to the principles of English law, that is, the English law of personal liberty and English rules of construction of Acts and treaty, the person has been unjustly deprived of his liberty. In these proceedings, directly a requisition has been presented and the Secretary of State's order to the magistrate made thereon, the foreign proceedings dropping out, it is impossible to say that the foreign government is the party aggrieved. For that there is an analogy between the position of the foreign government and that of the complainant in an English criminal case. The English Bench is charged solely with the duty of ascertaining whether the English Government can comply with the request of the foreign government. There is another, and it appears to me very important, reason against allowing the foreign government to appear. Counsel for the government takes their instructions from the government, and must therefore put forward official interpretation of the Act or treaty. The Court will decide whether that view is right or wrong. But it is quite conceivable that a foreign government may not at all like this official view, and if it were allowed to appear independently, we should get the requesting government arguing as to the duty of the requesting government, which seems to me impossible. This undoubtedly was the view of Lord Russell when he said in *re Galwey*: "The law officers of the government of the day are here expressing the desire of the government that this extradition shall take place." In two treaties only is the subject dealt with, those with Spain and Switzerland, and I agree that the articles do lend some colour to the argument that the foreign government has a *locus standi*, because they provide that in cases "where it may be necessary" the Spanish or Swiss Governments are to be represented by the English Law Officers, and *vice versa*. I am not very clear what the words "in cases where it may be necessary" really mean; but judging by *re Costioni*, where the Attorney-General appeared for the Crown, and the Solicitor-General by arrangement for the Swiss Government, it seems to me possible that where a case is of grave importance to the foreign government, as that was, an agreement as to the necessity

for its appearance may be come to, to assist in the deliberations. But it is quite clear that appearance independent of the English Government is never contemplated. It must be understood that I am dealing solely with the procedure after requisition—and not with the application to the magistrate for the summary warrant. This decision does not throw any practical difficulty in the way of extradition proceedings, for the foreign government can work behind the scenes, get together its evidence, marshal its witnesses; only it does not have the conduct of the case. Further, I limit myself to the English Courts. I refer to this because in some treaties, notably that with France, there are references in the French procedure art de to the British Government, which might possibly bear the construction that the British Government appears before the French Courts. We are quite in the dark as to what the procedure in foreign Courts is. I am therefore of opinion that the Chinese Government has no *locus standi*.

Mr. Potter asked the suspension of the rule for a few days in order to enable them to lay the facts before the Government. They had no guarantee that the man would not be sent out of the Colony.

His Lordship—When are the fifteen days up?

Mr. Potter—They are up.

His Lordship—I am afraid I have no power.

Mr. Potter—Your Lordship has the power to suspend a decision for two or three days.

His Lordship—I am afraid that is a matter for the Executive.

The Attorney-General—I cannot advise His Excellency the Officer Administering the Government to exercise any discretion, having regard to the decision of the Court. I think it would be a waste of time.

## AN INTERESTING DECISION.

Judgment was delivered in the action brought by S. A. Marican against Chu Pak Ngok to recover \$7,970.85. His Lordship said the case was most unsatisfactorily presented by the defendant, and he could not say that he was altogether satisfied with some parts of the plaintiff's case. So far as the defendant was concerned his Lordship said he ultimately granted an order for the appointment of a guardian *ad litem* because there was sufficient *prima facie* evidence on the doctor's certificate that he was of unsound mind. But there was no definite evidence that he now was of unsound mind. He had not appeared, that was all, and the obvious inference was that he was being kept out of the way and that the action was defended by his mother, or the family generally. One thing was abundantly clear: that he was sane and intelligent when he lodged his claim for money and on that point his Lordship was quite satisfied that the two solicitors who had dealings with him did what it was their duty to do in the circumstances, and that their independent evidence that he knew what he was about, was to be relied on. The defendant's family had not produced him to satisfy his Lordship that he was of unsound mind—which he was very much disposed to doubt—and if he was not of unsound mind the plaintiff was entitled to the benefit of the fact that his evidence was uncontradicted. The evidence showed that the defendant was well able to take care of himself: and if a deaf and dumb took precautions to provide himself with an intelligent interpreter, if he went about the world entering into contracts, establishing an intelligent system of communications with the persons with whom he dealt, then the law ceased to give him any special protection. These things the defendant did, and reduced to its elements the case set up by the family for relief amounted to no more than that the defendant was extravagant and entered into bargains which were foolish. He was a man of property inherited from his father, and there was no evidence to show that he could not very well pay for his extravagance. The law had no special protection for him and he must be treated like any other defendant; and as his Lordship had said, as a defendant who had not chosen to go into the box. When he turned to the plaintiff his Lordship confessed that he was far from satisfied, and in some things he had certainly laid himself open to the criticism that he had taken the law into his own hands on more than one occasion. His Lordship dealt with the specific items of the dispute and stated that the horse item must be knocked out altogether. It was an altogether unwarrantable transaction, and he was bound to say least much weight to the argument that had been advanced against the plaintiff. The claim must be reduced by \$500 and the \$100 paid on account must go into general account. After reviewing the transactions his Lordship said what he was to do in the face of the jumble of right and wrong was exceedingly puzzling. He was very doubtful as to the soundness of what he was going to do: he did not think it either law or equity, but it was the only thing possible. It was to leave things just as they were, in spite of the fact that some of the things which the plaintiff did were quite wrong. It was rougher justice than he cared to administer, though sometimes it turned out best in the end. There was just this to be said in the plaintiff's favour: he had guaranteed the defendant to the extent of \$2,000 and he had a lien on it for his work done. So he might be said to have acted in self-defence. Any other decision would prolong what had been a very costly litigation. But for this the defendant's people seemed entirely to blame. The result was that the plaintiff must have judgment on the counter-claim and judgment with costs of the whole action on his claim, less items totalling \$870.50, the defendant to have \$250 costs in respect to the claim for the horse.

Mr. Alabaster asked his Lordship to grant a stay.

His Lordship—Why?

Mr. Alabaster—I think your Lordship indicated it at the end of the judgment.

His Lordship—I indicated justice of a sort.

Mr. Alabaster—I submit that under the circumstances we ought to have succeeded on the counter-claim.

Mr. Slade—We have been staved off for two or three years. I ask your Lordship not to put any hindrance in the way.

His Lordship—A stay of execution will not prevent you from appealing. I maintain the opinion which I expressed at the trial, that the damage for conversion will be nominal.

Mr. Alabaster—I ask for a stay, my Lord.

His Lordship—I am afraid I cannot.

## IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS FICKEOT (CHIEF JUSTICE).

## PETITION WITHDRAWN.

Re the Hang Hing firm, Mr. Slade asked for an adjournment *sine die*, as the matter was in process of settlement.

Mr. Potter consented and added that the interim order was to be withdrawn.

Mr. Slade—Will your Lordship give us leave to withdraw the petition?

His Lordship—Yes.

Mr. Potter—Both sides to pay their own costs.

## APPLICATION FOR ADMINISTRATION ORDER.

Re Chung Kam Sing, deceased, Mr. Davidson stated that this was a petition on behalf of a creditor to wind up an insolvent estate. The petitioner, a stone mason at Shaikwan, stated that the estate of the deceased contained money in the hands of the military authorities and Messrs. Palmer & Turner for work done and material supplied.

Mr. Wakeman pointed out that a trustee had to be appointed.

The application was granted.

## RECEIVING ORDER GRANTED.

Re Hang Shing firm, Mr. P. S. Dixon stated that the application was for a receiving order. The set of bankruptcy was the notice of suspension of payment of debts. The liabilities were \$10,000 and the assets \$5,000.

The application was granted.

## A PUBLICAN'S DIFFICULTIES.

Re R. F. Daly.

Mr. Hett stated that he appeared for the petitioner, who was a partner in the Owl Grill Room. The matter had been before his Lordship, a partnership action between the two partners being pending. That case was commenced in Original Jurisdiction, and his Lordship, having regard to the smallness of the assets, directed that it should be transferred to the Summary list. It was fixed for trial, but sometimes previously two judgments were obtained against his client, the whole of whose assets were in the business, and he had nothing wherewith to pay those judgments. Rather than let him go to prison he had filed the petition in bankruptcy. There were only three creditors represented, the amount owing them being \$1,100, but as his Lordship would see his total indebtedness was about \$3,000, the bulk of the difference being for costs owing to Messrs. Brutton & Hett. He had to make application for a receiving order, but he was in hopes that the creditors would agree to some sort of composition or an arrangement for payment in full.

His Lordship remarked that the receiving order must be granted.

Mr. Goldring, representing two creditors, opposed the application, which he said was a device on the part of Messrs. Brutton & Hett to secure priority for their costs. The proceedings were unnecessary, as there was not the smallest likelihood of his client putting the man in gaol.

Mr. Hett said if his friend agreed with Mr. Goldring not to put the man in gaol then he would withdraw the petition.

Mr. Goldring said that so far as his clients were concerned they would certainly agree to that course.

Mr. Hett said that if Mr. Goldring agreed he would ask leave to withdraw the petition.

Mr. Goldring said that the personal debt was concerned he had no wish to put the man in gaol, but he represented other creditors whose claims arose in Shanghai.

Mr. Hett asked leave to adjourn the matter *sine die* until his friend had had an opportunity of consulting his creditors.

Finally it was agreed that the matter should stand over.

## A KING AND A SUN-BATHER.

INCIDENT IN A WOOD.

Somewhat overzealous enthusiasm for hygiene has been the cause of a distressing incident in Saxony, writes the Berlin correspondent of the *London Daily Mail*.

An elderly gentleman who is an earnest student of the rational life has been led, as the result of a long investigation of the subject, to attach great importance to the beneficial action of sunlight upon the human body. With a view to securing for himself the advantages of this treatment he retired to a lonely cottage in the woods near the well-known country resort of Reichenberg. Here in the solitude of the forest he has recently been his custom to make excursions attired in a "reform dress" which he has designed for his own use.

In this costume some of the more important aims of civilised dress have been subordinated to the hygienic consideration of allowing uninterrupted access to the body of the rays of the sun. The treatment was justified by the benefits experienced from it, which had been very marked.

On Friday, however, as the elderly health enthusiast was taking his daily walk in the seclusion demanded by his dress, he unexpectedly met the King of Saxony and his two daughters, who were also taking a stroll through the woods from the royal hunting-box of Moritzburg. Inured to self-control though the two Princesses are by a long course of training for public life, they had caught only one glimpse of the aged and eccentric person, and the simplicity of his dress and the extreme rigour of the law against such an unpardonable breach of the usual conventions of outdoor costume.

The King himself advanced furiously upon the trembling sun-bather, grasping a stout walking-stick in a threatening manner. Now crimson with modesty, the latter stammeringly attempted to explain to his Sovereign the reason of his lack of dress. The infuriated monarch, however, would hear no excuses and, having taken the name and address of his primeval subject, strode off after his fleeing daughters, with a threat that he would at once set in motion the extreme rigours of the law against such an unpardonable breach of the usual conventions of outdoor costume.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—  
HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Sir F. H. MAY, K.C.M.G.  
HIS EXCELLENCY MAJOR-GENERAL BROADWOOD, C.B., A.D.C. (General Officer Commanding Troops).  
Hon. Mr. A. M. THOMSON (Colonial Secretary).  
Hon. Mr. W. REES DAVIES, K.C. (Attorney-General).  
Hon. Mr. C. McI. MESSER (Colonial Treasurer).  
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).  
Hon. Mr. E. A. IREY (Registrar-General).  
Hon. Mr. W. E. YUK, C.M.G.  
Hon. Mr. E. A. HEWITT.  
Hon. Mr. MURRAY STEWART.  
Hon. Mr. E. OSBORNE.  
Mr. C. CLEMENTI (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

**FINANCIAL MINUTES.**  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 73 to 76), and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

**FINANCIAL.**  
The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 11), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

**NEW TYPHOON REFUGE.**  
Hon. Mr. OSBORNE, pursuant to notice, asked the following questions:—

(1) Will the Government state what is the total amount received up to 30th June, 1910, as additional dues on shipping towards construction of the new typhoon refuge?

(2) Will the Government promise that the contract for the construction of the new typhoon refuge shall not be given to any tenderer who does not give ample security for completing the work within contract time?

The COLONIAL SECRETARY replied as follows:—

1.—\$139,248.

2.—Only contractors of good repute have been permitted to tender for the work. The amount of security the successful tenderer will be required to furnish is \$30,000. A sum of 10 per cent. on the payments made under the contract is to be retained until such sum amounts to \$25,000, after which payment will be made in full for the value of the work executed.

A clause is provided in the contract which enables the engineer to withhold payment at any time if the work is not progressing to his satisfaction.

The penalty for non-completion of the breakwater within the contract time is \$150 per day, and for the non-completion of certain reclamation work included in the contract \$50 per day.

**WIRELESS TELEGRAPHY.**  
Hon. Mr. STEWART, pursuant to notice, asked:—

Has Government any information as to whether the Chinese Authorities are moving in the matter of the proposal to erect a wireless telegraph station on the 'Pratas Reef'?

The COLONIAL SECRETARY replied:—This Government was informed by the Viceroy last month that the matter had been referred to the Deputy in charge of the Pratas Island for a report. No further communication on the subject has been received.

**THE FINISH SITE.**  
Hon. Mr. STEWART asked:—Will the Government inform the Council what steps, if any, have been taken to redeem the promise, made last year, to clear the site to the north of the new Law Courts "as soon as possible"?

The COLONIAL SECRETARY replied:—Notice has been given to the occupier to vacate and hand the land in question over to Government in a clean, level and unobstructed condition on the 31st December next. (Hear, hear.)

**A LIQUOR QUESTION.**  
Hon. Mr. STEWART asked:—Will the Government inform the Council on what principle some beverages containing as little as 3 per cent. of alcohol may be held to be dutiable, while others containing as much as 20 per cent. are treated as exempt?

The COLONIAL SECRETARY replied:—According to the Liquors Ordinance all liquors fit or intended for use as a beverage containing more than two per cent. of pure alcohol by weight are dutiable, unless the liquor contains such substance or substances as to make it exempt under the definition of denatured spirits.

**THE ESTIMATES.**  
The COLONIAL SECRETARY moved the first reading of a Bill entitled, "An Ordinance to apply a sum not exceeding Six million and forty-two thousand five hundred and forty-three dollars to the Public Service of the year 1911."

In doing so he said:—I beg to lay on the table the Estimates for 1911, together with the usual two minutes in connection therewith. I should like to ask hon. members, if there are any points on which they wish further information, to let me have a note of them in good time before the Bill goes before the Finance Committee.

The COLONIAL TREASURER seconded.

HIS EXCELLENCY—Gentlemen, the papers which have been laid on the table in connection with this Bill show that the revised Estimates for 1910 of ordinary and extraordinary revenue are expected to yield \$6,908,069, or \$728 less than

was expected, while a saving of \$45,062 is expected on the total expenditure for the current year. These estimates, if realised, will result in a credit balance of \$1,589, which, added to the balance of Assets accrued on 31st December, 1909, will give a balance of Assets on 31st December, 1910, of \$1,354,758.

**FOR 1911.**  
The estimates for 1911 as a whole show a deficit of \$298,927. Of this \$204,000 is due to the Mongkokkai Harbour of Refuge, the expenditure on which in excess of special Light Dues is chargeable to surplus balances. It is anticipated that the Imperial Government will make a contribution, as it has promised to do in respect of the current year, towards the loss incurred by the Colony on the letting of the Opium Farm. This contribution should more than cover the deficit amounting to \$95,000, exclusive of the portion due to Mongkokkai Harbour of Refuge. The Estimated Revenue for 1911 is \$7,936,383, or \$177,586 more than the approved estimate for 1910. The principal items of increase are \$125,000 under Liquor Duties, \$20,000 on Stamp Duties and \$87,000 in traffic receipts on the Railway. Decreases are under the Opium Farm, with the particulars of which you are familiar, and under Postage, \$68,900, which I shall presently explain. The Estimated Expenditure for 1911 is \$7,385,320, or \$433,778 more than the approved estimate for 1910. The increase in expenditure, exclusive of Public Works Extraordinary, is \$667,003, and in Public Works Extraordinary there is a decrease of \$235,225. Special Land Resumption is added to Public Works Extraordinary for 1910.

**ITEMS OF INCREASE IN EXPENDITURE.**  
The principal items of increase to which I need draw your attention are as follows:

Colonial Secretary's Office.—An increase of \$7,600 (in round figures, which are adopted all through) is principally due to the addition of two clerks.

Audit Department.—\$3,000, in round figures, is due to a re-organisation by which both revenue and expenditure will henceforth be audited in the Colony, instead of the revenue only. The Special Audit Staff will be drawn as heretofore from Somerset House and the Colony will still have to bear a share of the expenditure at headquarters, on account of general supervision.

Harbour Department.—Under Special Expenditure there is an item of \$10,000 for installation of Matthews' Inexpensive oil burners for lighthouses by which a large economy, with increased efficiency, in consumption of oil is anticipated.

Miscellaneous Services.—An addition has been made of \$35,000 to the item Redemption of Subsidiary Coin. This item has been underestimated by that amount in the past. This item of increase is partly balanced by the disappearance of the item "Refunds of Revenue," which are now deducted from receipts.

Law Officers.—An increase of \$4,000 (exclusive of special expenditure of \$2,500), in round figures, is shown for the Crown Solicitor's office in consequence of the Secretary of State's decision to employ in future a Crown Solicitor without private practice.

Police Department.—An increase of \$9,000 is due principally to the addition of one Sergeant for detective work at Yau-ma-tei and to the larger number of language allowances earned by Indian Police.

Fire Brigade.—An addition of \$500 is made to provide for additional street fire alarms.

Medical Department.—The net increase of \$3,000 is principally due to the addition of a Second Assistant Analyst in connection with the Collection of Liquor Duties.

Sanitary Department.—A net increase in recurrent expenditure is shown of \$5,000 more, half of which is due to the additional staff required to take over the disposal by the Department of Refuge. This re-organisation entails a special expenditure of \$20,000. The details of the scheme are set out in the appendix. The scheme will, it is anticipated, prove more economical and more efficient than the system of letting the removal of the refuse out to contract.

Education Department.—A net increase of \$27,000 is shown. This is due partly to re-organisation on the Education Committee's report, which was laid on the table some time ago, whereby provision is made for three new schools (\$11,000) at which English will be taught, and the addition of about \$6,000 to grants to be made owing to increases in grants earned. There are also increases in the staff of the Balliol School, which, with other charges, amount for the balance. It is to be remembered that since 1908 increases in school fees have produced \$20,000 additional annual revenue.

Volunteers.—An increase of \$7,000 under this heading is accounted for by the provision made for the supply of rifles to the Volunteer Reserve.

Public Works Department.—A net increase of \$18,000 is shown, of which \$15,000 is due to new posts, as follows:—Two Surveyors \$8,000, and one Assistant Engineer \$4,000, with one or two minor changes. The latter is a temporary appointment to expedite works in hand.

Post Offices.—As the result of correspondence with the Imperial Government initiated by Sir E. Lugard it has been decided that the Imperial Post Office will take over the Postal Agencies in China hitherto managed by the Hongkong Post Office. (Applause.) The result will be a saving in Expenditure next year as follows:—Personal Emoluments \$48,000, Other Charges \$9,000, Stamps, loss on Exchange, &c., \$6,000.

The net result of the change, however, in 1911 is a loss to the Colony, inasmuch as Transit Charges in arrears will have to be paid which no revenue can be expected.

The net results for 1911 and succeeding years are shown as follows:—

Revenue from all sources ... \$135,500  
Expenditure, including Military Contribution and subsidy to P. & O. mail 227,520  
Annual loss and therefore future saving 92,000  
In 1911, however, Transit Charges will be ... 130,000  
Against this must be set the Imperial Contribution of \$27,000 on account of 1910 as shown in the Estimates, and whatever sum may be realised by the transfer of buildings in Shanghai and other property to the Imperial Government, say, about \$25,000, a matter still unsettled.

Canton-Kowloon Railway, British Section.—The cost of running this section is estimated for next year at \$183,000, of which \$61,000 is in accordance with the usual railway practice in the first year of open line, charged to capital. Interest on advances for construction amount to \$410,000. This is a new charge on Revenue Account, as such interest has hitherto been debited to Cost of Construction.

Charge on Account of Public Debt.—Another new sum of \$55,371 has been inserted under this head, being a half-year's payment of 1 per cent. to the Sinking Fund in respect of the Loan raised for advance to the Viceroy of Wuchang and for railway purposes generally. The contribution is at the rate of 1 per cent. per annum and commences with the second half of 1911.

Pensions show an increase of \$26,000 (an increase arising generally from the growth of the Service), and Charitable Services of \$4,000, in round figures, due to grant to the new Chinese Hospital in Kowloon.

**PUBLIC WORKS EXTRAORDINARY.**  
The items which require special mention are:—

Kennedy Town Staff Quarters.—It has been found necessary to provide for quarters for the European Staff with the consequent increase in the revised estimate of \$7,900.

The estimate of the Yuen Wan Police Station was made some years ago, and on revision an increase of \$5,500 has been found necessary.

The following new buildings have already been begun this year:—

Aberdeen Market and Slaughter House.  
Workshop and Shed at the City Disinfecting Station, and Hospital at the Lai-chikok Quarantine Station, and Quarters for the Staff of the Imports and Exports Office.

Lighthouse and Quarters at Caping Island.  
The following are in part provided for next year:—

The New Magistracy, which will supply a very long felt want.

Reconstruction of the old Western Market. This market is very dilapidated and its reconstruction will prove remunerative.

Stables at the Yau-ma-tei Disinfecting Station for bullocks used in traction.

Sanitary Inspector's Office and shed in the Wan-chai District.

Additional storey for the Yau-ma-tei School to provide for an increase in the demand for accommodation.

Under the heading "Communications," a sum of \$60,000 for new roads in the New Territories has been provided. This sum should suffice for the completion of the road from Castle Peak to Shataukok.

Under "Drainage" \$25,000 has been provided for training nullahs, being \$10,000 in excess of the usual vote.

\$300,000 has been provided for the Mongkokkai Typhoon Shelter. \$96,000 of this will be defrayed out of the Special Light Dues and \$204,000 from Surplus Balances.

Under heading "Miscellaneous" \$14,000 is provided for fencing the new garden in Royal Square, and \$30,000 for a pier in substitution of what is commonly known as Queen's Statue Pier.

Under heading "Waterworks" provision has been made to the extent of \$40,000 for the extension of the Shaikwan Waterworks due to the large expansion in that district, and of \$30,000 for an additional reservoir at West Point, which will improve the distribution to that part of the town. (Applause.)

The motion was agreed to.

The Bill provides for the following expenditure:—

**EXPENDITURE.**  
Governor ... \$ 84,714  
Colonial Secretary's Department ... 76,199  
Registrar-General's Department ... 44,541  
Audit Department ... 31,623  
Treasury ... 61,729  
Harbour Master's Department ... 228,378  
Steam Launches and Lighthouses ... 12,500  
Special Expenditure ... 12,500  
Miscellaneous Services ... 12,500  
Judicial and Legal Departments ... 152,407  
Law Officers—Special Expenditure ... 2,543  
Police and Prison Departments ... 750,499  
Fire Brigade—Special Expenditure ... 239,838  
Sanitary Department ... 365,880  
Sanitary Department—Special Expenditure ... 20,000  
Botanical and Forestry Department ... 48,041  
Education ... 264,337  
Military Expenditure ... 49,810  
Public Works ...  
Public Works Department ... 352,455  
Public Works, Recurrent ... 416,200  
Public Works, Extraordinary ... 1,080,400  
Post Office ... 456,897  
Kowloon-Canton Railway ... 511,276  
Charge on account of Public Debt ... 241,577  
Pensions ... 254,709  
Charitable Services ... 24,332  
Total ... \$ 6,042,543

**VOLUNTEER RESERVE ORDINANCE.**  
The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to provide for the formation of a Volunteer Reserve." In doing so he said:—Your Excellency, at the last meeting of the Council you very fully described the objects of the Bill, which was cordially supported by the hon. and gallant member opposite, and I could not add to what has already been said.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

Hon. Mr. STEWART asked if he were in order in moving that clause 15 be referred back to committee.

HIS EXCELLENCY—Yes.

Hon. Mr. STEWART—I thought of moving that after the words "Volunteer Force" be added the words "under their own officers." I don't feel quite sure that it is necessary.

HIS EXCELLENCY—One of the characteristics of the Volunteer Reserve is that it does not have its own officers.

Hon. Mr. STEWART—They might prefer to have their own when called upon to serve.

HIS EXCELLENCY—I think it would be very much better for the Reserve to have officers from the regular forces if they could be spared. The Volunteer Reserve Association has accepted the Bill as it stands.

The COLONIAL SECRETARY—It will be impossible in the circumstances.

HIS EXCELLENCY—This is a force of men who have joined merely to keep up their training previously acquired in the Volunteers or regular army. They don't undergo as much training as Volunteers, they don't go into camp. I don't see how they could train their officers sufficiently.

Hon. Mr. STEWART—What was in my mind was that if they were going to be drafted in under ordinary Volunteer officers.

Hon. Mr. OSBORNE—Provided the Reserve is accepted.

Hon. Mr. STEWART—Under the circumstances I won't press it.

HIS EXCELLENCY—In the event of hostilities I think we may leave it.

Hon. Mr. STEWART—Some people might have an objection to being drafted in as ordinary members of the Volunteer Force.

HIS EXCELLENCY—The members of the Association have not raised the point.

Council then resumed.

HIS EXCELLENCY—Before I put the question, gentlemen, I wish on behalf of the Government to thank the gentlemen who in the past supported and encouraged the Volunteer Reserve Association by presenting cups for rifle competition and also by joining the Reserve and giving it their moral support although they had not time to take an active part in shooting at the range. That support has been very valuable and has induced many who would not otherwise have done so to join the Reserve. Among the donors of cups I would like to mention Sir Mathew Nathan, the China Mail, Messrs. Turner, Orange, Gubbay, Gow, and at a later period Sir Henry Berkeley, Sir Paul Chuter, Mr. H. P. White, who gave the Douglas Cup, and Mr. G. H. Medhurst, who gave the Medhurst Cup. These cups have been the means of inducing men who never handled a rifle before to train themselves in rifle shooting. I may say that the most valuable prizes have been carried off by men who had never handled a rifle before they joined the Association. I would also like to take this opportunity of making an appeal to all men in the Colony who under this Ordinance are eligible to join the Volunteer Reserve to do so. The limit of age will as heretofore be thirty-five unless a man has served ten years in any British Volunteer force or has served in His Majesty's regular forces. I don't think it is generally known, or perhaps I may say not generally appreciated, that under the law every British subject is liable to be called upon to bear arms in case of emergency. That being so, I think that any man who is liable to that summons to bear arms and who does not learn how to bear arms—does not learn how to acquire himself properly when that summons comes—is wanting in patriotism. I think that every young Englishman in this Colony ought to join the Volunteers, and every Englishman who is no longer young ought to join the force which I hope will at once be enrolled when this Bill has been read a third time. (Applause.)

The Bill was then read a third time.

**PHARMACY AMENDMENT ORDINANCE.**  
The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Pharmacy Amendment Ordinance, 1910."

In doing so he said:—The Pharmacy Amendment Ordinance passed this year authorises searches with warrants by police officers. This Bill proposes to include in the power of search revenue officers as constituted by the Liquors Ordinance of last year. Revenue officers are under section 27 of the Ordinance of last year granted warrants—and it is deemed desirable to give them the same power of search as is given to police officers under the Ordinance of the present year. The power to search cargo is what is chiefly aimed at, and it is desirable to give revenue officers in the discharge of their duties necessary power as is given to police officers.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On resuming, the ATTORNEY-GENERAL moved the third reading.

Hon. Mr. STEWART objected, and the motion was not proceeded with.

**MALICIOUS DAMAGE AMENDMENT ORDINANCE.**  
The ATTORNEY-GENERAL moved the second reading of a Bill entitled, "An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910." In doing so he said:—The Malicious Damage Amendment Ordinance was passed this year and gave certain powers to certain officials to hold what was described in the Ordinance as judicial inquiries. The Secretary of State considered that the words judicial inquiry were not sufficient. It is desirable to indicate the power given to these officials in this connection so as to enforce the attendance of witnesses, so as

to examine them on oath, and to give the officials holding the inquiry the power of commissioners. It is only a formality and is really only giving practical effect to what was intended by one of my predecessors who drafted the Bill.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On resuming, the ATTORNEY-GENERAL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

**DANGEROUS GOODS ORDINANCE AMENDMENT.**  
The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to further amend the law relating to dangerous goods." In doing so he said:—This Bill amends the provisions of the Dangerous Goods Ordinance of 1873 by giving a more extended meaning to the word "keeping," and provides for the keeping of books being included in the conditions of licence to store dangerous goods. Section 10 of Ordinance 1 of 1873 reads: "Save as and herein mentioned dangerous goods to which this Ordinance applies shall not be kept except in pursuance of a licence granted by the Chief Superintendent of Police." Some difficulty has arisen over the word "keeping," which is regarded as unsatisfactory and somewhat ambiguous. Therefore it is proposed to substitute sub-section 1, which reads: "No person shall have in his possession, custody or power, ... dangerous goods to which this Ordinance applies except in pursuance of licences granted." Sub-section B, imposes on the licensee the condition of keeping books to show the amount of dangerous goods kept. Sub-section C simply elaborates sub-section 5. It is important that precautionary measures should exist in the case of dynamite, and the Ordinance according to the representations made by the Captain Superintendent of Police is not regarded as satisfactory.

The COLONIAL SECRETARY seconded.

Hon. Mr. STEWART—May I ask what the origin of this is?

HIS EXCELLENCY—It dates very many years back. It is impossible to properly control the possession of dynamite. The way dynamite is handled in this Colony would make the hair stand on one's head if one is aware of the restrictions imposed in a civilised country like the United Kingdom.

Hon. Mr. STEWART—If it is necessary why was it not done before?

HIS EXCELLENCY—I made representations many years ago, but lawyers tell you they don't want the law altered. It is very complicated. An ordinary member of the public cannot understand it. No more can the ordinary policeman. It is simply a matter of making it quite clear.

The ATTORNEY-GENERAL—The intention of the Ordinance is obvious. It is only to give real effect to the intention of the Ordinance, therefore the technical question is raised as to what is the meaning of "keeping." The Ordinance now in specific terms states what keeping is.

Council then went into committee to consider the Bill clause by clause.

On resuming, the ATTORNEY-GENERAL moved the third reading.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

**MAGISTRATES' (No. 2) AMENDMENT ORDINANCE.**  
The committee stage on the Bill entitled, "An Ordinance to amend the Magistrates' Amendment Ordinance, 1903," was resumed.

Council resumed without considering the Bill further, and the ATTORNEY-GENERAL moved the third reading.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY—Council stands adjourned until this day fortnight.

**FINANCE COMMITTEE.**  
A meeting of the Finance Committee was held afterwards, the Colonial Secretary presiding. The following votes were passed:—

**HARBOUR MASTER'S DEPARTMENT.**  
The Officer Administering the Government recommended the Council to vote a sum of Two hundred and eighty-eight Dollars (\$288) in aid of the vote Harbour Master's Department, A.—Harbour Office, Other Charges, Electric Fans and Light.

**PUBLIC WORKS.**  
The Officer Administering the Government recommended the Council to vote a sum of four thousand dollars (\$4,000) in aid of the vote Public Works, Recurrent, Miscellaneous, Typhoon and Rainstorm Damages.

**MEDICAL DEPARTMENT.**  
The Officer Administering the Government recommended the Council to vote a sum of one hundred and forty-three dollars and seventy-two cents (\$143.72) in aid of the vote Medical Department, B.—Hospital and Asylums, Other Charges, Civil Hospital, Incidental Expenses.

**QUARTERS FOR CHINESE CUSTOMS.**  
The Officer Administering the Government recommended the Council to vote a sum of Two thousand Dollars (\$2,000) in aid of the vote Public Works, Extraordinary, Buildings, Quarters for Chinese Searchers of the Imports and Exports Office.

**THE VOLUNTEERS.**  
Mr. H. A. Castro joined the Corps on the 12th September, and has been posted to the Engineer company.

The undermentioned members joined have the Scouts Company:—H. W. Lester, D. J. Donna, A. H. Reiss, H. Bates, A. L. Dawson, D. M. Ilesse, E. P. H. Lang.

Gunner William Hay has been transferred from No. 3 Coy. to No. 4 Coy. with effect from the 9th September.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

September 14th.

## PLUNDERING A CHURCH.

The German Consul has sent a dispatch to the Viceroy wherein he complains that a mission church has been plundered by bandits. The church is situated in a village in the Wai Chow Prefecture. The robbers, as usual, got clear away with their booty and the local officials show no desire to follow them up. On receipt of the dispatch the Viceroy issued orders that the officials concerned must capture the offenders and get back the stolen articles without delay.

## SMUGGLING AMMUNITION.

It is a source of wonder where all the arms, ammunition and dynamite which is to be found in so many of the villages here comes from. We hear of pirates being armed with Mauser rifles and using smokeless powder. In the various clan fights which are continually disturbing the peace of this district firearms are abundantly in evidence, while blackmailers use dynamite to enforce their threats. Yesterday a tide-waiter on one of the Hongkong boats noticed a basket which appeared to be without an owner. It was taken charge of and some time later a man came to claim it. The customs officer, becoming suspicious, had the basket opened, and it was found to be full of cartridges. The claimant of the basket was at once handed over to the care of the authorities and the case is awaiting investigation.

## AN EDITOR IN TROUBLE.

There is daily published in this city a journal known as the *Kung In Po*, the editor of which is in trouble with the authorities. It appears that he published an article in which he attacked the character of a member of the Deliberative Council. The slandered man sent a representative to the office of the paper demanding the publication of an apology, which, however, the editor refused to give. The Council then laid the matter before the Police Taotai, who ordered the editor to withdraw the statements made concerning the slandered man. The editor again refused, and gave his refusal in very strong terms, so the Taotai was compelled to seek the advice of the Viceroy. His Excellency directed the Taotai to effect the editor's arrest and to bring the full penalties of the Press Law upon him. It is to be regretted that, though the native Press is doing splendid work here, some of the journals are very intemperate in their tone and some of their attacks on officials and others are very scurrilous in their nature. It is probable that this defect will be remedied when the editors have had more journalistic experience; but the rabid nature of some of the articles causes the officials to look askance on journalistic enterprise.

## THE THEATRE.

The comedy staged by the Warwick-Major Comedy Co. last night was "The Case of Rebellious Susan," which has to do with a couple of matrimonial misfits. There is the case of Lady Susan Harbain, who, stung by a lapse from virtue of her "respectable average spouse," goes to live apart from him and promptly falls in love with a young fellow, who gets engaged to another girl three weeks, after professing his undying love for Susan. All Susan wants, it appears, is "somebody to love her," and after a separation of two years, concludes that her penitent spouse will do as well as anybody. The other misfit concerns a suffragette wife, determined not to cook another meal till she has reformed society, who declines to supply the intellectual stimulus necessary for her young husband to leave his mark upon the age. There are, of course, the ordinary everyday people in the play who act the part of pence-makers.


The leading parts were taken by Miss Georgie Corless as the charming rebel, Mr. George Rivington as the erring spouse, and Mr. Warwick Major as the peace-maker-in-chief. In the subsidiary case of misfit the characters were taken by Mr. G. F. Story and Miss Maud Stewart Drewry. One and all are to be highly complimented on the successful production of the play. As we have said before the Warwick-Major Comedy Co. is a talented combination, and their patrons can confidently count upon being well entertained.

Oscar Wilde's great production, "The Importance of Being Earnest," is likely to attract a good house to-night, and those who wish to see a work distinguished by originality of thought and expression should not fail to book. It will also be played in Canton by special request in place of "Are you a Mason?"










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Hongkong, 4th October, 1909.

## A 1,250 LB. SHELL.

[BY PERCIVAL A. HIGLAM.]

Most of us have been taken by surprise by the announcement that the Orion, to be armed with guns of 13.5-inch calibre.

All the reference works show ten 12-inch guns for this ship, and Mr. Alan Burgoyne, M.P., shows the same armament in his latest tabular statement of the world's Dreadnoughts, published this month. One can but admire the thoroughness with which the Admiralty has kept the details close for so long, but the fact of Germany in keeping the details of her Dreadnought cruiser Von der Tann secret until the ship was actually about to start her trials has not yet been forgotten.

The Von der Tann, however, marked no great architectural or gunnery advance. The Orion, on the other hand, is placed at once in the forefront of contemporary battleships, for the 13.5 is a gun from which great things are expected. The calibre itself is not new, for we already have 13.5-inch guns mounted in the eight ships of the Royal Sovereign class, while several of the old Admiral class—Anson, Rodney, &c.—similarly armed, have been scrapped.

Nor is it the largest gun ever mounted in our warships. The old Indefatigable—Lord Fisher's ship at the bombardment of Alexandria—had four 16-in. muzzle-loaders, while the ill-fated Victoria, her sister ship the Sans Parado, and the Benbow, all had two 16.25-in. weapons. The old Italian ships Lepanto and Italia carry four 17-in. guns each, while guns 17-in. were originally mounted in the Dandolo and Dullio, launched in 1876-8.

The naval gun has had an interesting history. James' Military Dictionary says that cannon were used as early as 1300 in the country in a naval engagement between the King of Tunis and the Moorish King of Seville. The earliest mention in the records of the Royal Navy, however, is in 1356, an "Indenture" now lying in the Public Record Office, "between John Stanley, formerly Clerk of the Ships, Gallies, Barges, Balingers, and others the King's Vessels, and Holmynge Leget, Keeper of the same," supplying a number of brass and iron guns to the Christopher, Bernard, and Mary, "of the Tower" in each case, the suffix having apparently been in general use to express the meaning of the present-day "H.M.S."

16TH CENTURY ARMAMENT.

Many of the earliest guns in naval use were breech-loaders, and some were actually rifled—two features generally looked upon as essentially modern inventions. The construction was, of course, primitive, the weight of the shot thrown, for the most part, insignificant. It is nevertheless a matter for some astonishment that there were as early as 1534—when the Heart of Grace a ship was built at the Victory was able to discharge at Trafalgar, nearly 300 years later.

The armament of the Great Harry, as she is sometimes called, is worth giving in full. It consisted of four "cannon," three "demicalcans," four "culverins," two "demicalcans," four "sakers," two "cannon perier," "petro," or "petro" (firing a stone shot), two "falcons," fourteen "port-pieces," two "demicalcans," eight "fowlers," sixty "bessies," two "top-pieces," forty "ball-shot pieces," and 100 "hand-guns." In addition, the stores included 500 yew bows, ten gross of bow strings, 200 morris pikes, 200 bills, and 10 dozen line pots—the latter a weapon whose usefulness was shown as early as 1217, when an English fleet was enabled to defeat a French fleet off the South Foreland largely by getting to windward and throwing unlabeled lime into the air to be carried into the eyes of their enemies.

As for the guns themselves, the heavy pieces, down to and including the "falcons," weighed from 600 to 850 lbs. In the order of guns above-named the weights of the shot were: 60lb, 32lb, 18lb, 8lb, 5lb, 2lb, and 2lb. The heaviest gun in existence, and "cannon royal," weighed 7,000lb, had a calibre or bore of 31in., and fired a 74lb shot.

It was not until the end of the seventeenth century that these names fell into disuse, and from then until the middle of the nineteenth century guns were invariably designated by the weight of the shot they fired. An official list of 1745 shows ten different guns in use, but these were frequently several patterns or lengths of guns having the same calibre, so that there were altogether twenty-three different patterns, grading from the 42-pounder, 10ft. long, weighing 65cwt., and having a bore of 7.03in., to the 3lb. "Paterero," 3ft. long, 1.69in. bore, and weighing 12cwt.

A great change was effected in 1779, when the carronade was invented and introduced for naval purposes. A 44-gun frigate, the Rainbow, was converted to carry the new gun, with the result that her broadside increased from 11lb to 1,230lb. Carronades—so named from Carron, where they were first made—were constructed in sizes up to the 68-pounder. The Victory carried two such guns at Trafalgar, the rest of her guns being 32, 24 and 12-pounders.

PROGRESS OF EXPERIMENT.

Price money was generally based largely on the guns of the captures. In 1653 the rate of the award was 10s. for each ton, and 25 13s. 4d. for each gun of the ship taken, while £10 was awarded for every gun in each ship sunk or destroyed.

The names of Armstrong, Whitworth, and Noble will always be associated with the modern development of naval ordnance. Breech-loading guns were adopted in the Navy in 1860, but were soon abandoned on account of the complexity of the mechanism and not finally re-introduced until 1879. In the meantime there had been great advances in the size and power of rifled muzzle-loaders. In 1865 a 7in. 64-ton gun was made, firing a 15lb. shell. In 1868 came a 10in. 18-ton weapon with a 40lb. shell, followed by 12in. 25-ton and 12.5in. 33-ton guns, firing shells of 64lb, 820lb, respectively. The climax of British muzzle-loading gun construction was reached in 1875, when four 16in. 80-ton guns, firing a 1,700lb. shell, were made for the Inflexible.

From the re-instatement of breech-loading ordnance down to the present time uninterrupted progress has been made, interspersed by a few hazardous and unsuccessful experiments. One of these was the 16.25in. gun, weighing 110 tons, and firing a shell of 1,800lb., but there is no doubt that we are successfully working up to that level again.

It is only a few years ago that the 4.7in. and 6in. gun were the most talked of. One hears little of them to-day, when the 12in. is the smallest gun we reckon. The United States are manufacturing 14in. guns for their new ships; Krupp's are experimenting with a 13.5in.; Armstrong's are to put twelve 14.5in. into the new Brazilian battleship Rio de Janeiro; and plans have been prepared in Italy for a ship to carry 15.47in. guns, although nothing has been heard of the gun apart from this design.

Cuniberti, the Italian constructor who foretold the Dreadnought in 1903, has since advocated a ship carrying eight 16.25in. weapons. Even the "standard" 12in. calibre has seen some remarkable development. Our own 12in. gun fires a shell of 850lb., but the new French gun has a 970lb. shell, and the German one of 971lb. The shell of the new 13.5in. will weigh at least 1,250lb.

## GENERAL NEWS BY TELEGRAPH.

[FROM SOUTHERN PAPERS.]

**SOUTH AFRICAN UNION-MINT.**  
London, August 31st.  
Reuter telegraphs from Pretoria that the Union Government has already taken steps to establish a mint at Pretoria.

**GREECE AND TURKEY.**  
London, September 1st.  
Greece has made a strong protest to Turkey on the subject of the recurrence of the boycott.

The Turkish Press condemns the weakness of the Powers in connection with the election of Crutans in Greece. It describes Greece and Bulgaria as disturbers of the peace, and malevolent neighbours requiring a sharp lesson.

**PORTUGAL ALSO TO FIGHT THE CRUCIF.**  
London, September 1st.  
A Lisbon telegram states that Ministers are preparing to promulgate measures, against Religious Congregations similar to those adopted in Spain.

**THE WORLD'S SUGAR CROPS.**  
London, September 1st.  
The estimate of the world's sugar crops shows a surplus of 100,000 tons.

**BANK AMALGAMATION ABANDONED.**  
London, September 1st.  
The projected amalgamation of Farr's Bank and Lancashire and Yorkshire Banks has been abandoned, in deference to the protests of customers of the latter, who object to outside control.

**AMERICAN RACECOURSES CLOSED.**  
London, September 1st.  
Nine racecourses in New York State have been closed as a result of the anti-gambling legislation.

**TERRITORIALS AND DISCIPLINE.**  
London, September 1st.  
Mr. A. M. Mond, M.P., asked Mr. Haldane to reconsider the case of the member of the Territorial forces who was imprisoned for insubordination.

Mr. Haldane, declining, said: "If the nation seriously desires a citizen army and none other, the citizens must conform to discipline."

**RELIGIOUS FREEDOM SECURED IN TURKEY.**  
London, September 1st.  
Reuter wires from Constantinople that, as a result of protracted negotiations, the United States Ambassador has secured from Government exemption from the provisions of the Ottoman law controlling the Associations of all American religious, educational, and benevolent institutions, the legal existence of which is now recognised. The decision applies to similar establishments of other nations and will have a most important and far-reaching effect, three hundred American institutions alone being affected.

**CANADA AND THE UNITED STATES.**  
London, September 1st.  
Addressing a meeting of American settlers in South Alberta, Sir Wilfrid Laurier pointed out that Alberta found a large market in the United States for her coal, despite the hostile tariff.

This showed the advantage which might be procured by improvement in commercial relations. Canada had done her part. It was now time for the United States to take the initiative, and negotiate a treaty on equitable terms. Nevertheless Canada was content to go on and thrive if the United States would not give better terms. He ridiculed the idea that such a treaty would endanger British preference.

**DOUBLE JOURNEY ACROSS AN AMERICAN GREAT LAKE.**  
London, September 2nd.  
Reuter's Cleveland (Ohio) correspondent says that Mr. Curtis has won 14,000 dollars for aeroplaning sixty miles across Lake Erie and back.

**THE SECOND CITY IN THE WORLD.**  
London, September 2nd.  
According to the census, Greater New York's population is 4,766,883, being an increase of 1,329,681 in ten years.

**A EUROPEAN "TOUR BY AIRSHIP."**  
VISIT TO FOUR CAPITALS.

A great international cross-country contest is proposed by the Paris Journal, which offers a preliminary prize of £2,000 for a flight from Paris to Berlin and return by way of Brussels and London. The Journal, contrary to the impression beginning to prevail generally, that aeroplanes of the future will be intended only for war, hopes to make use of them as an invitation to international peace. In proposing the scheme, it says:

Aviation has just achieved such triumphs that it is permitted to expect everything from it. We are no longer at a time when man, having just learned to rise in the air, was afraid of its treachery, like a child he, beginning to walk. On smooth lawns and in sheltered valleys humanity tried its wings like a bird flying round its nest. Then there were the daring flights of the bold and the venturesome, for the human mind is always in search of something better and more difficult to overcome. Cross-country excursions have begun. Three men have flown to the frontier and returned. Before them three others crossed the Channel, and a fourth is flying from Paris to London. People are astonished at seeing men soaring through the sky. Humanity is at a turning point in its history. Men are throwing off the bonds that tie them to the earth—their Fatherland, for which their forefathers fought and struggled. The air is the domain of all, and the wind blows whence and whither it will. Nations cannot, and should not, abandon the land that is theirs. But if ever anything should come to appease the jealousies of races and nations, it will come, like the dove of the Ark, bringing the olive branch of hope and peace, through space, through the air, which is the common property of all.

"By staying at home we foster the aeroplane of war; by crossing the frontier we can develop the aeroplane of peace. Let this idea come from France, as did that of the Crusaders, and the spirit of the Revolution. We have already gone to Berlin in motor-cars; let us now go on wings. We want to conquer; not for war, but for peace."

The Journal hopes to be able to organise this Paris, Berlin, and London flight next year, and will request the co-operation of the French, German, British, and Belgian Aero Clubs for the purpose.

**OLIVER TWIST—NEW STYLE.**

The triennial report of the Bethnal Green Guardians Schools at Leytonstone says:—"Oliver Twist would have been both anxious and shocked had he been at the Leytonstone schools a few days ago, when the boys, on being asked to sweep the yard of the receiving ward, refused, throw the broom at the female attendant, and subsequently demanded bacon and eggs for his breakfast on the ground that he had been accustomed to have bacon and eggs for his breakfast at another Poor Law school, from which he had been recently transferred."

## INDIA PRESENT AND FUTURE.

Sir Francis Younghusband writes to The Times as follows:—

Sir,—To abstain from encouraging false hopes as to India being able to govern itself within any measurable distance of time is, as you, sir, have so opportunely pointed out, an imperative duty. Not that it would be to our disadvantage, if she were thus able to stand alone. If India was to strong and developed that we could, without administering the country, trade and reside there, invest our capital and set up business and manufacturing establishments there, as freely as we can in a European country, we should be freed from an immense burden—the military, naval, administrative, and political energy and expenditure which we now put into India and the communications between it and England we could then direct to the development of our own country, our own Colonies, and our own race.

But it is because we see that there is no present prospect of the Gurkha and the Bengali, the Hindu and the Mahomedan, the Sikh and the Pathan, lying down together in one fold when we are not there to shepherd them; because we know that if we were not there Mahatmas would be fighting Mahomedans for supremacy, Gurkhas would be raiding Bengal, and Afghans adding yet another fiery ingredient to the strife, and that even if all their differences were composed and the united Indians were strong enough to resist invasion by land, there is no possibility of their being able to raise either the money or the men to defend themselves by sea as well; and lastly, because we recognize that an India with such a weakness would soon have to appeal for protection to one or other of the strong Powers of the world and so become, like Morocco and Egypt, an apple of discord among the nations, that practical men have come to realize that for many a long year yet we must remain to preserve order in India.

Nevertheless, we Anglo-Indians of to-day are probably no whit less anxious than the great Anglo-Indians of the past whose names you have mentioned to give, within the limits of order, the fullest scope to the development of Indians along their own natural lines. And that they do now get a considerable scope for such development we may assume from the fact that the able Bengali gentleman, Mr. Sinha, is withdrawing from even such a high position as a seat on the Viceroy's Executive Council for the more general and more highly remunerated work at the Calcutta Bar.

It would probably be a not inapt inference that, however much Bengalis might, from a distance—like the idea of governing when they had no government actually in their hands they would not dull, prosaic, and irksome, and altogether unattractive to their nature. They and other Indians are developing rapidly under British rule. They might not flourish so well under their own—I am, sir, your obedient servant.

August 19. FRANCIS YOUNGHUSBAND.

## LATEST STEAMER MOVEMENTS.

The Sikh ex O.S.K. str. *Chicago Maru*, which left Hongkong on the 10th ultimo, arrived in New York on the 13th instant.

## THE SHORTEST SERMON ON RECORD.

The honour of preaching the shortest sermon now belongs to a great English divine. His complete sermon was as follows:—"We come into the world naked and bare. We go through the world with trouble and care. We go out of it if nobody knows where. I could say no more if I preached a whole year." This reminds us of a doctor's terse reply as to the main sources of good and ill health. He said:—"Food, well-digested, makes you strong, vigorous, healthy. Food, undigested, makes you weak and ill." In other words, all that most weak and ailing people need to make them strong and well is the power to digest food, and that is just what Mother Seigel's Syrup gives. It helps the stomach, liver and bowels to do their work properly, and then sound digestion is soon followed by sound health. Mother Seigel's Syrup is made of curative extracts of roots, bark and leaves which possess in a remarkable degree, the power of toning up and strengthening the stomach and gently stimulating the liver and bowels to natural action. Thus it enables you to digest and gain nourishment from your food, and prevents all such troubles as pains after eating, loss of appetite, wind in the stomach, palpitation, headaches, dizziness, biliousness, constipation, languor, anaemia, and all other troubles which can only arise when your stomach or liver is out of order.

Mrs. Edith Frost, 17, Herbert Road, Manor Park, E., has proved for herself that Mother Seigel's Syrup cures stomach and liver troubles. In a letter, written on April 1st, 1910, Mrs. Frost says:—"Four years ago, I could keep practically nothing on my stomach. I grew weak, so that it was a misery to walk about. But it was a greater misery to eat, for the pains which followed, I could not do my work, and the palpitation of my heart was almost unbearable. I could hardly bear my clothes to touch me. This miserable state of things went on for some time."

"Then I visited the West Ham Hospital, as an out-patient, and later I attended the London Hospital. After a while, however, I began to despair of ever getting well again and used to think I was going to die."

Low spirits are a common sign of indigestion, which was the cause of all Mrs. Frost's troubles. She needed a tonic to tone up and strengthen her stomach so that she could digest and get nourishment from her food and such a tonic she was soon to find.

"One day," she says, "a friend urged me to try Mother Seigel's Syrup. I got a bottle, and after the first few doses, I began to feel relief. I could take my food better and the palpitation was no longer so severe. I continued taking Mother Seigel's Syrup until, after four bottles, I felt quite myself again; and from that day I have had no return of my old complaints."

Mother Seigel's Syrup cured Mrs. Frost, in the natural way, by bringing her stomach and liver to working order. In the same way, it will cure you, too, if you have any of those troubles which arise from a disordered state of the stomach, liver, or bowels. Prove it for yourself, without further delay. [67-11]

## NOW ON SALE.

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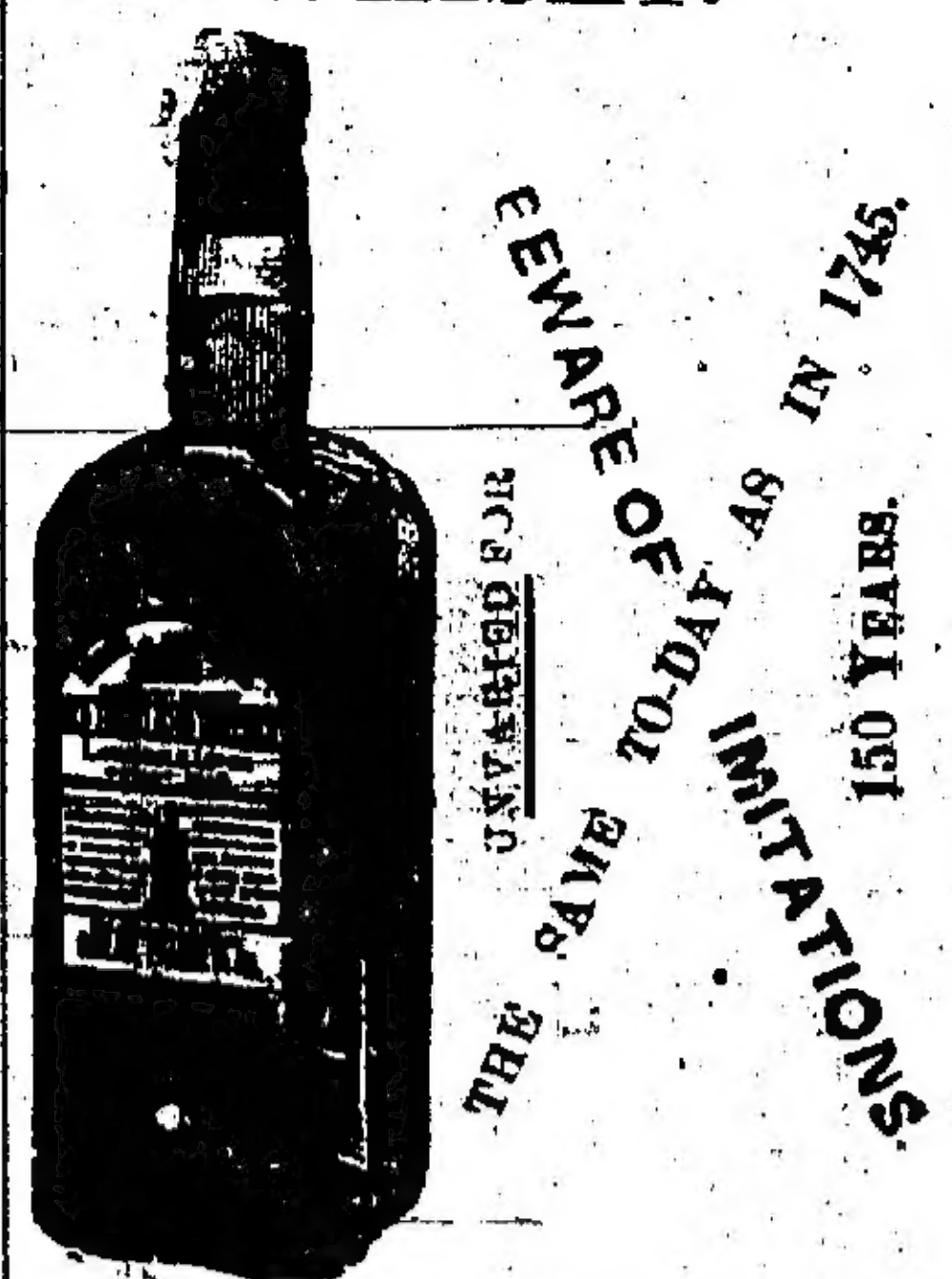
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## NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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and from ALL WINE MERCHANTS. [46]

## SHIPPING IN PORT.

STEAMERS

ANANEA, British str., 1,159, C. Sangster, 5th Sept.—Amoy 4th Sept., Cae Oil—Asiatic Petroleum Co., Ltd.

BORNEO, German str., 1,344, S. Semblil, 13th Sept.—Sundaland 8th September, Timber-Melchers & Co.

BUSUN MARU, Japanese str., 1,300, Y. Fusan, 11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.

CHRONO SHING, British str., V. Liddell, 14th September—Tientsin 6th Weihaiwei 7th and Chefoo 8th September, General—Jardine, Matheson & Co.

CHRYNAN, British str., 1,350, Lloyd Jones, 11th September—Shanghai 5th Sept., General—Butterfield & Swire.

CHUYEN, Chinese str., 1,177, C. Stewart, 12th September—Shanghai 9th Sept., General—C. M. S. N. Co.

CHOWFA, German str., 1,055, Schmitz, 8th September—Bangkok 31st August, Rice—Butterfield & Swire.

CHOWTAI, German str., 1,134, Herjanga, 11th September—Bangkok 5th Sept., Rice—Butterfield & Swire.

COWIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum Co., Ltd.

DAIJI MARU, Jap. str., 899, Y. Kaburaki, 14th Sept.—Swatow 13th Sept., General—Osaka Shosen Kaisha.

EMPEROR OF INDIA, British str., 5,940, S. Robinson, 8th Sept.—Vancouver, B.C., 17th August, Mails and General—Canadian Pacific Railway Co.

FAUSANG, British str., 1,410, H. Malkin, 8th Sept.—Cheribon and Java 29th August, Sugar—Jardine, Matheson & Co.

FRI, Norwegian str., 860, Andersen 14th Sept.—Newchwang and Chefoo 7th September, General—Jardine, Matheson & Co.

GERMANIA, German str., 1,713, H. Franden, 2nd Sept.—Hongkong and Hobei 1st Sept., Coal and Figs—Jensen & Co.

HAIOHONG, British str., 1,244, W. C. Passmore, 13th September—Swatow 12th September, General—Douglas, Laprak & Co.

HAIMUN, British str., 641, A. H. Stewart, 14th Sept.—Poochow and Swatow 15th Sept., General—Douglas, Laprak & Co.

KIANG FANG, Chinese str., 1,222, H. Udden, 8th September—Chinking 30th August, General—Tung Lee & Co.

KUMCHOW, British str., 1,460, J. D. Martin, 7th August—Saigon 23rd Aug., General—Ying Sang & Co.

LAERTES, British str., 1,340, H. C. D. Framp-ton, 11th Sept.—Saigon 6th September, General—Wo Fat Sing.

LAIRANG, British str., 2,225, E. J. Tadd, 12th September—Singapore 6th Sept., General—Jardine, Matheson & Co.

LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.

LIANAN, British str., 1,253, Meathall, 14th Sept.—Shanghai 11th Sept., General—Butterfield & Swire.

LOONGANG, British str., 1,075, F. Wheeler, 12th September—Manila 9th Sept., Hemp—Jardine, Matheson & Co.

LYREMCOON, German str., 1,233, v. Pilgrim, 30th August—Swatow 29th Aug., Ballast—Hamburg-America Line.

MEERPO, Chinese str., 1,339, Froberg, 9th Sept.—Shanghai 4th September, General—C. M. S. N. Co.

MICHAEL JENSEN, German str., 950, J. Petersen, 13th Sept.—Hoihow and Hobei 1st Sept., General—Jensen & Co.

MONGOLIA, American str., 8,750, E. P. Kitt, 13th Sept.—San Francisco 12th August, General—P. M. S. S. Co.

ONORO MARU, Japanese str., 1,479, S. Takaki, 9th September—Dairen 3rd Sept., Coal—Mitsui Bussan Kaisha.

PANAMA MARU, Japanese str., 3,756, K. Mato, 13th Sept.—Manila 10th Sept., General—Osaka Shosen Kaisha.

PAOYING, British str., 1,072, E. L. Jones, 12th September—Newchwang 6th Sept., General—China Navigation Co.

PETCHABURI, German str., 1,374, C. Gosewich, 11th Sept.—Bangkok 4th Sept., Rice, Meal and wood—Butterfield & Swire.

PITANULOK, German str., 1,264, D. Reimms, 11th Sept.—Bangkok 3rd Sept., Rice and wood—Butterfield & Swire.

RYGGA, Norwegian str., 3,907, E. Meyer, 11th Sept.—Portland 11th August, Flour—Order.

TENYO MARU, Japanese str., 7,265, W. C. T. S. Filmer, 14th Sept.—San Francisco via Ports 16th August, General—Toyo Kisen Kaisha.

TIENHIN, British str., 1,227, F. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.

TIJINWONG, Dutch str., 3,061, Lap, 12th Sept.—Batavia 12th August, General—Java-China-Japan Lijn.

WUHU, British str., 1,227, A. Luckner, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.

ZAFIRO, British str., 1,618, A. Fraser, 12th Sept.—Manila 10th September, Hemp—Shewan, Tomes & Co.

SAILING VESSEL

ARROW, British barque, 2,571, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

DEBENTIL, British 4-masted barque, 1,799, Swatt, 27th August—Manado 30th July, Ballast—Standard Oil Co.







## UNITED STATES TRADE WITH THE PHILIPPINES.

Washington, August 4th.

Figures just made public by the Department of Commerce and Labor show a healthy increase in the commerce between the United States and Philippine Islands as to oceanic trade for the year ending June 30, 1910, show the total exports to the Philippines to have been \$16,832,645, as compared with \$11,389,441 the previous year and \$11,641,732 in 1908.

The imports from the islands show an even greater increase, amounting to over 83 per cent. over last year, the figures showing imports for 1910 amounting to \$17,317,287, as compared with \$9,433,996 in 1909 and \$10,154,233 in 1908.

While the importation of sugar has increased with wonderful strides during the past year, the figures show that it is only one of many important commodities entering into the total increase for 1910.

For the current year the importation of sugar amounted to 175,869,739 pounds, valued at \$4,299,568, as compared with 83,548,000 pounds valued at \$1,594,604, last year, and 38,408,000 pounds, valued at \$669,800 in 1908. Of the sugar imports for the current year 23,001,154 pounds, valued at \$633,745, came in the month of June—almost equalling the importations for the entire year 1908.

Manila fibres also showed a remarkable increase in the list of imports in 1910 amounting to 92,705 tons, valued at \$10,435,743 as compared with 61,682 tons, valued at \$7,127,187, in 1909 and 52,233 tons, valued at \$8,922,890, in 1908. No figures appear in the advance summary on the tobacco trade, but the increased importations of that commodity have been equally satisfying.

Dealing with the entire commerce of the United States the exports of manufactures in the fiscal year 1910 exceeded those of any earlier year and imports of manufactures materials in 1910 were also the largest on record. This is a summarization of an analysis of the year's imports and exports just prepared by the Bureau of Statistics of the Department of Commerce and Labor. The statement shows the imports of 50 principal articles, the exports of 50 principal articles, and the total imports and exports, and is sufficient, when coupled with the detailed figures of the preceding month, to justify the assertion that both the exports of manufactures and the imports of manufactures materials exceeded those of any earlier year in the history of our commerce. Copper, steel rails, pipes and fittings, metal-working machinery, sewing machines, typewriters, locks and hinges, tools, structural iron and steel, wire, electrical instruments, automobiles, pianos, furniture, upper and lower leather, boots and shoes, lumber, and many other manufactures show marked increases in the exports of 1910 compared with 1909. On the other hand, hides and skins, india rubber, wool, fibres, tin leaf tobacco, nitrate of soda, fur skins, wood pulp, and numerous other articles of manufactures materials shows marked increases in the imports.

The increasing share of the manufacturers of the country in its foreign trade is illustrated by the detailed statement regarding the imports and exports by great groups during the fiscal year 1910. These figures show increased importations of manufactures materials, increased exportations of manufactures, and a decline in both imports and exports of foodstuffs.

The value of imported manufactured materials, including in this term both crude and partly manufactured, amounted to \$56 million dollars in the fiscal year just ended, against \$75 million one year ago, 410 million ten years ago, and 287 million twenty years ago. The exports of manufactures, including both those ready for consumption and those for further use in manufacturing, aggregated 768 million dollars in the fiscal year 1910, against 671 million one year ago, 485 million ten years ago, and 179 million twenty years ago. Thus imports of manufacturers' materials in 1910 were larger than over before and were 109 per cent. greater than a decade ago and 198 per cent. greater than two decades ago. Manufactures exported in 1910 show also a larger total than ever before and were 58 per cent. greater than in 1909 and 329 per cent. greater than in 1890.

The falling off in the exports of foodstuffs, due to larger consumption by our own people, is again illustrated in the figures of 1910, which show the total value of foodstuffs exported as but 369 million dollars, against 438 million in 1909 and 545 million in 1900, a decline of 32 per cent. in 1910 when compared with 1900, despite the fact that prices and therefore export price valuations were in 1910 higher than those of 1900—Cebuensis, Manila.

## TANJONG PAGAR DOCK BOARD.

ALLEGED MONOPOLY CREATED BY THE PENANG COMMITTEE.

The following Penang telegram is published in the Singapore papers:—

Mr. E. L. Miles, the superintendent engineer of the Eastern Shipping Company, Ltd., writes a long letter to the Penang Gazette calling attention to the monopoly of the Penang committee of the Tanjong Pagar Dock Board, which, he says, is infinitely more harmful to the trade of Penang than the Shipping Conference. The accusation of crippling trade which the Governor denied in his speech in Council is founded, the writer says, on undeniable facts. A committee of small boys could manage things in Penang better and would know as much about the management of wharves, docks and engineering works, as the present committee, and would be more likely to give fairly play.

He quotes the Governor regarding the guarantee of free competition required from the conference, and says despite that the Government would not allow the Eastern Shipping Company to finish and use its own wharves, because the Government had spent a lot of money on the Pry dock wharves it would not have a rival concern. In the Governor's opinion it appeared to be good to have a Government monopoly, but not an outside one.

## TYRANNY.

The writer proceeds to plagiarize the Hon. Dr. Galloway's speech saying the tyranny of this powerful concern is absolute. He says, "You can have docking accommodation if we give it, but we do not bind ourselves to give it you, and you must pay what we ask, otherwise you can stop your ships, we do not allow you to dock your own ships." Virtually they say, "Do as we desire or cease to be shipowners under the British flag."

This is driving the local companies either to sell their fleets to foreigners or to place them under foreign flags and do their over-

hauling in foreign ports. The Pry dock is closed indefinitely on account of repairs and Eastern Shipping Company is not allowed to make its own wharves. "Seven of our ships," he says, "are due for survey and cleaning and consequently they are running behind times and inconveniencing the public and costing the company extra in coal and stores owing to foul bottoms. The Government cannot do the work themselves and will not allow anyone else to do it."

The Pry dock prices are also exorbitant and are in many cases at least a hundred per cent. higher than those of private companies. The committee shut up the jetties at Bagan Tuan Kechil and gave the contract for rebuilding it without making a temporary landing place. Right a local steamship company placed a floating pontoon which it was the duty of Government to do.

## COMPARISONS.

He refers to the sinking of the Church Street wharf, which took four days to raise and was next towed to Pry dock, where no effort has yet been made to repair it. The company owning launches had to put on smaller boats owing to the smaller pontoon. The Government would not allow private companies to use their own stevedores and tongkangs to land coal at Pry.

He compares the case of the steamer Oedals with 5,050 tons of coal to be landed at Pry, which had to wait two days for tongkangs to come up and finished discharging in eleven days, the chartered having to pay three days' demurrage, with the case of the steamer Newbridge which arrived with 5,050 tons of coal consigned to a local firm, which it landed on the latter's own ground handled by its own stevedores in tongkangs which had to go half a mile further, yet the cargo was discharged in eight days at a rate of 200 tons a day faster than Government work.

## HOW LONDON LOST LIVERPOOL.

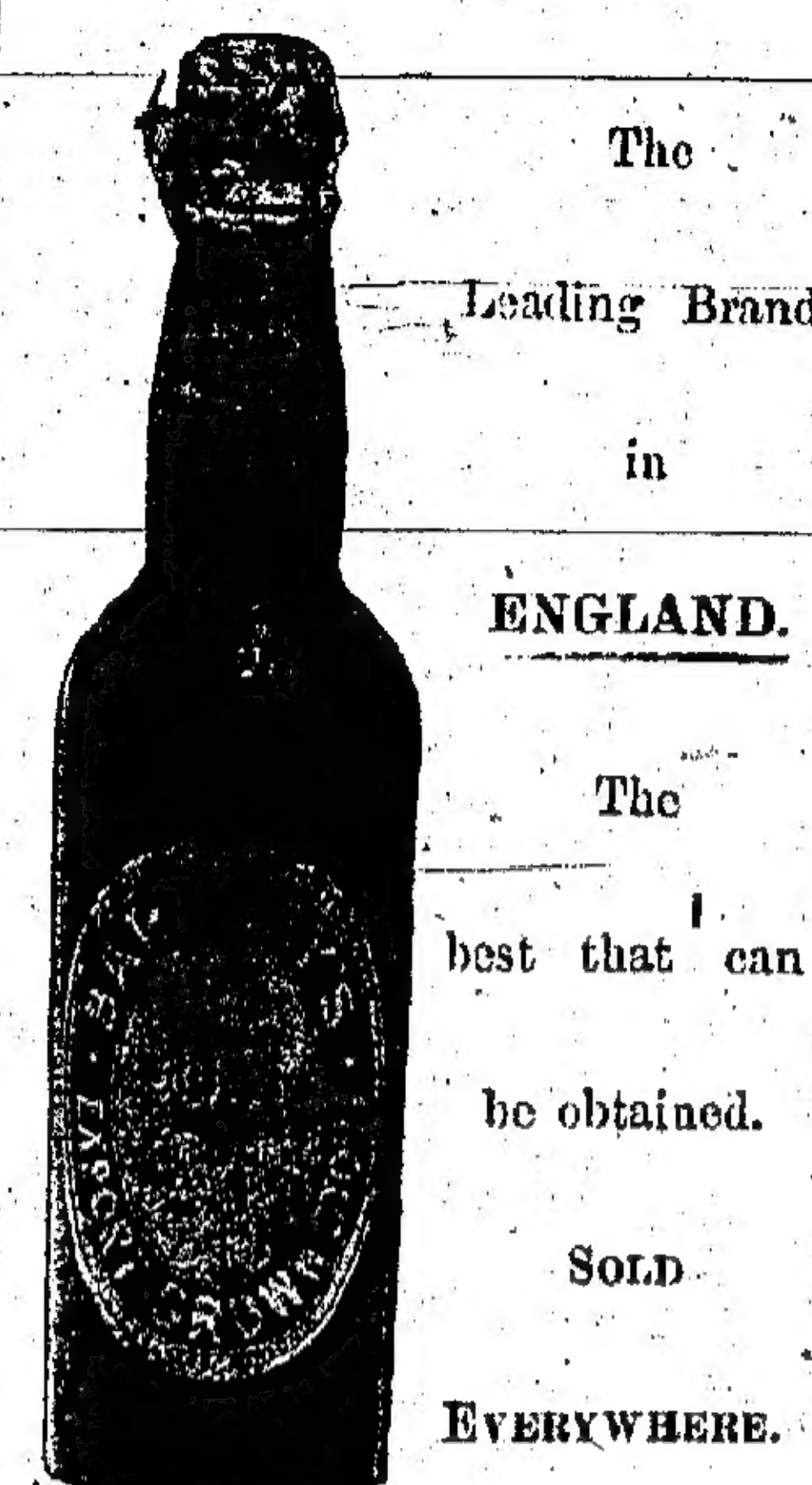
NOTES WORTH MILLIONS SOLD FOR £450.

Presiding at the half-yearly meeting of the Milford Dock Company, held last month in Queen Victoria-street, London, Mr. G. E. Newson expressed the opinion that Milford had in it the making of a great port. Details had been prepared by the manager of the prospective value of the company and its property, but it was the view of the directors that he should not quote these. The public would only regard it as a fairy tale if the capitalised result of the estimates were disclosed.

"But," he proceeded, "I will give you a real fairy tale. There was a time when the City of London advanced to the Crown £367,397 2s. and in discharge of the debt the fee simple of some 300 manors and estates was conveyed to the Corporation. Among them was the lordship of Liverpool, with all customs, anchorage, and tolls of the waters of the Mersey, and with it all the manorial, seigniorial, and royal rights of the town and lordship of Liverpool then existing.

"And this lordship and those rights, from which an annual income in millions is now derived, was sold by the short-sighted corporations of the period to Lord Maryborough for the sum of £450."

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BEETH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	E. & O. S. N. Co.	About 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA	Brit. str.	—	B. W. H. Snow	E. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELA	Brit. str.	—	D. C. Gregor, R.N.E.	E. & O. S. N. Co.	About 5th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	TERAUBER	Dan. str.	—	—	MELCHERS & Co.	On 20th Oct.
HAYRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 22nd Nov.
HAYRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Kaas	HAMBURG-AMERICA LINE	To-day.
MARSEILLES, LONDON & ANTWERP	BADEIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 6th Oct.
MARSEILLES, LONDON & ANTWERP	BADEIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 13th Oct.
MARSEILLES, LONDON & ANTWERP	CARNAVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, LONDON & ANTWERP	TOUBANE	Brit. str.	—	Lancelin	MESSAGERIES MARITIMES	On 27th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst. at D'light
MARSEILLES, LONDON & ANTWERP	AMERICA	Ger. str.	k. w.	Deinst	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP	IYO MARU	Jap. str.	—	B. Takada	NIPPON YUSEN KAISHA	On 12th Oct. at D'light
MARSEILLES, LONDON & ANTWERP	C. FRED. LARSEN	Ger. str.	k. w.	Kaas	HAMBURG-AMERICA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th Oct. at D'light
MARSEILLES, LONDON & ANTWERP	YONWARTS	Ger. str.	—	B. Bednarz	SANDER, WIELER & Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 21st inst. at Noon
MARSEILLES, LONDON & ANTWERP	SUYERIC	Brit. str.	—	F. S. Cowley	MELCHERS & Co.	On 27th inst.
MARSEILLES, LONDON & ANTWERP	EMPRESS OF INDIA	Brit. str.	1 m.	—	DOUGLAS LAFRAIR & Co.	To-morrow, at 6 P.M.
MARSEILLES, LONDON & ANTWERP	MONTEAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov. at Noon
MARSEILLES, LONDON & ANTWERP	PANAMA MARU	Jap. str.	—	T. Ogata	OSAKA SHOSEN KAISHA	On 21st inst. at Noon
MARSEILLES, LONDON & ANTWERP	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct. at Noon
MARSEILLES, LONDON & ANTWERP	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov. at Noon
MARSEILLES, LONDON & ANTWERP	BUYU MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd Oct. at Noon
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHANGHIA	Ger. str.	1 m.	H. Egidy	BUTTERFIELD & SWIRE	On 30th inst. at D'light
MARSEILLES, LONDON & ANTWERP	CORLEZ	Ger. str.	—	M. Yagi	MELCHERS & Co.	On 28th Oct. at Noon
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 29th inst. at Noon
MARSEILLES, LONDON & ANTWERP	TANGO MARU	Jap. str.	—	—	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP	CORLEZ	Ger. str.	—	H. Reagener	NIPPON YUSEN KAISHA	On 28th inst. at Noon
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	M. Yagi	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	TUMAHU	Dut. str.	—	Bonman	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	KUICHOW	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon
MARSEILLES, LONDON & ANTWERP	CHONGSHING	Brit. str.	1 m.	V. McCloynt-Liddell	BUTTERFIELD & SWIRE	On 18th inst. at D'light
MARSEILLES, LONDON & ANTWERP	LIKIAN	Brit. str.	—	C. Lindbergh	SANDER, WIELER & Co.	On 20th inst. at Noon
MARSEILLES, LONDON & ANTWERP	AUSTRIA	Aus. str.	—	Raich	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
MARSEILLES, LONDON & ANTWERP	LOKANO	Ger. str.	—	P. B. Friedrich	MELCHERS & Co.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP	PAWLAN	Brit. str.	—	C. R. Longdon, R.N.E.	MESSAGERIES MARITIMES	On 25th inst. P.M.
MARSEILLES, LONDON & ANTWERP	OEANIAN	Fre. str.	—	Sollier	HAMBURG-AMERICA LINE	On 27th inst.
MARSEILLES, LONDON & ANTWERP	C. FRED. LARSEN	Ger. str.	k. w.	Wagner	NIPPON YUSEN KAISHA	On 25th inst.
MARSEILLES, LONDON & ANTWERP	BOMBAY MARU	Jap. str.	—	Terunaka	JARDINE, MATHESON & Co., Ltd.	On 4th Oct. at Noon
MARSEILLES, LONDON & ANTWERP	KUTSANG	Brit. str.	—	Bradley	HAMBURG-AMERICA LINE	On 6th Oct.
MARSEILLES, LONDON & ANTWERP	ARMENIA	Ger. str.	k. w.	—	MELCHERS & Co.	Quick despatch
MARSEILLES, LONDON & ANTWERP	SIAM	Dan. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	TUHLWONG	Dut. str.	—	A. Pander	DOUGLAS LAFRAIR & Co.	On 20th inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP	HAIPHONG MARU	Jap. str.	2 h.	Y. Kaburaki	DOUGLAS LAFRAIR & Co.	On 21st inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP	HAIPHONG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 23rd inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP	HAIPHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 18th inst. at D'light
MARSEILLES, LONDON & ANTWERP	HAIPHONG	Brit. str.	2 h.	A. E. Hodgins	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	HAIPHONG	Brit. str.	1 m.	Jameson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
MARSEILLES, LONDON & ANTWERP	LOONGSANG	Brit. str.	—	S. J. Payne	SHAWAN TOMES & Co.	On 20th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	ZAPERO	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at Noon
MARSEILLES, LONDON & ANTWERP	TAMING	Brit. str.	1 m.	Pennofather	SHAWAN TOMES & Co.	On 24th inst. at Noon
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	R. Rodger	MELCHERS & Co.	On 20th inst. at 9 A.M.
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	Mathias	NIPPON YUSEN KAISHA	On 24th inst.
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	F. Semblil	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	Y. Nomura	—	—
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	E. J. Todd	—	—
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	Zwart	—	—



## SHIPPING.

## ARRIVALS.

MOOSHING, British str., 1,423 T. Lishman, 15th Sept.—Java 6th Sept., Sugar—Jardine, Matheson & Co.  
 LINDERA, German str., 3,550, Lübeck, 15th Sept.—Shanghai 11th Sept., General—Hamburg-American Line.  
 SHANGHAI, British str., 975 G. H. Bowker, 15th Sept.—Shanghai 10th and Swatow 14th Sept., General—Jardine, Matheson & Co.  
 PAOTING, British str., 1,189 H. Bremer, 15th Sept.—Hobart 14th Sept., Rice—Butterfield & Swire.  
 SHANTUNG, German str., 1,000 H. Ottmann, 15th Sept.—Bangkok 6th Sept., Rice and Teakwood—Butterfield & Swire.  
 SHIMIZU MARU, Japanese str., 2,479, Atami, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.  
 SINGAN, British str., 1,047 F. Jamieson, 15th Sept.—Haiphong 11th and Hoihow 14th Sept., General—Butterfield & Swire.  
 SPTA, Norwegian str., 571, Solum, 14th Sept.—Quang Chow Wan 12th September, Salt—Aagaard, Thoresen & Co.  
 ST. ALBANS, British str., 4,118 F. W. Hood, 15th Sept.—Kia 10th September, General—Gibb, Livingston & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 15th September.

Choeifu, German str., for Hoihow.  
 Eastern, British str., for Shanghai.  
 Haiching, British str., for Swatow.  
 Iyemooon, German str., for Saigon.  
 Michael Jahan, German str., for Hoihow.  
 Paoting, British str., for Choeifu.  
 Singan, British str., for Haiphong.  
 Tjilwong, Dutch str., for Amoy.

## DEPARTURES.

BUJUN MARU, Japanese str., for Swatow.  
 CEYLON MARU, Japanese str., for Shanghai.  
 CHENAN, British str., for Shanghai.  
 CHEONGHONG, British str., for Canton.  
 DELHI, British str., for Shanghai.  
 JOSEPH, British str., for Singapore.  
 FRI, Norwegian str., for Canton.  
 HATUN, British str., for Swatow.  
 HIRANO MARU, Japanese str., from Kobe.  
 LINAN, British str., for Canton.  
 MEKPOO, Chinese str., for Shanghai.  
 SEANG BEE, British str., for Amoy.  
 THORDIS, Norwegian str., for Bangkok.

## SHIPPING REPORTS.

The German str. *Shantung* reports: Light Southern winds, good weather throughout.  
 The British str. *Lokany* reports: Light to moderate S.W. and Westerly winds, and fine weather throughout.

## VESSELS IN DOCK.

TAIKOO DOCK.—Union, Drummond, Denoter, Germania, Tenyo Maru.

## VESSELS EXPECTED.

THE GERMAN MAIL.  
 The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 24th ultimo, left Colombo on the 10th instant p.m., and may be expected here on or about the 20th instant p.m.  
 THE INDIAN MAIL.  
 The *Asper* str. *Gregory* from Calcutta left Singapore on the 14th instant morning, and may be expected here on or about the 20th instant.

THE AMERICAN MAIL.  
 The str. *Korea* sailed from Yokohama 10th instant on route to Hongkong, and is due to arrive at this port on the 23rd inst.  
 The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

THE AUSTRALIAN MAIL.  
 The E. & A. str. *Albatross* left Sydney on the 31st ultimo for Queensland Ports, Manila and this port.

THE CANADIAN MAIL.  
 The C.P.R. Co's str. *Empress of Japan* left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

MERCHANT STEAMERS.  
 The Mogul Line str. *Pathan* left Singapore on the 10th instant, and is due at this port to-day.

The Austrian Lloyd's str. *Austria* left Singapore for this port on the 10th inst., and is due here to-day.

The E.M.S.P. Co's str. *Plinshire* left Singapore for Hongkong on the 11th instant, and may be expected here to-morrow.

The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The Bank Line str. *Kumeric* sailed from Yokohama on the 12th instant for Hongkong via ports.

The "Don" Line str. *Bravante* from Middebro, Antwerp and London left Singapore on the 13th instant for this port.

The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

## PASSENGERS.

## ARRIVED.

Per *Rajaburi*, from Hoihow, Mr Edwards.  
 Per *Singan*, from Haiphong, Mr McDermott.  
 Per *St. Albans*, from Japan, &c., Miss Niven, Miss Kelly, Mr C. Schlater, Master M. Eagle and Mr Hoche.

## DEPARTED.

Per *Hirano Maru*, for Japan, Commander and Mrs. Acton, E.N. Mrs J. M. Henderson, Master Maurice Henderson, Mr and Mrs Geo. Caldwell, Mr and Mrs H. Sakurida and 2 children, Mr M. Yang, Mr Tani, Mr Pope, Mr and Mrs M. Slade, 2 children and governess, Mr Wolf, Lieut. J. R. Coppenger, Mr C. Piquet, Mr Toyama, Mrs Nakagawa, Miss Minakami, Miss Nekano, Messrs Alexander S. Ewins, M. Ide, Mess. Ohman, A. J. Fereival, J. Burrows, F. Painter and W. Witcheil.

## STEAMERS PASSED THE CANAL.

Aug. 26th—C. Ford, *Laeis*, Hudson, *Nippon*, *Palawan*, *Sithonia*, *Amiral Eschmann*, *Indra*, *Bojo*, *30th—Denader*, *Prins Eitel Friedrich*, *Brantia*, *China*, *Kamun*, *Mochoon*, *Moyno*, *Oceanic*, *Pekahuru*, *Tango Maru*, *Pacificque*, *6th—Moumouth*, *Theresa*, *Armenia*, *9th—Borneo*, *Polynesien*, *Prima*, *13th—Aragonia*, *Asyana*, *Ghaze*, *Silvia*, *York*.

## ARRIVALS AT HOME.

Sept. 12th—*Somali*, 13th—*Hyon*, *Mecklenburg*, *Indrasanka*.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA. VANCOUVER. B.C.  
 & SEATTLE**  
 VIA  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	29th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

\* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

**CANADIAN PACIFIC RAILWAY CO'S**  
 ROYAL MAIL STEAMSHIP LINE.  
 "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF INDIA" SAT., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF JAPAN" SAT., 8th Oct.	"EMPERESS OF IRELAND" FRI., 4th Nov.
"EMPERESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
"EMPERESS OF INDIA" SAT., 19th Nov.	"EMPERESS OF BRITAIN" FRI., 16th Dec.
"EMPERESS OF JAPAN" SAT., 17th Dec.	"ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.  
 "Monteagle" Steamships leave HONGKONG at 6 P.M. at 12 NOON.  
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate on Steamers ..... 243 " " 245.  
 and 1st Class Railway .....  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.  
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation to all points and AROUND THE WORLD.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

**PENINSULAR & ORIENTAL**  
 STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

**MARSEILLES AND LONDON.**  
 TAKING PASSENGERS ALSO FOR  
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
Colombo		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
DELHI	8000	MANTUA	11000	March 4
ARCADIA	7000	MALWA	11000	March 18
ASSAYE	7500	MAEDONIA 10500		April 1
MARMORA	10500	(Through Steamer calling at Bombay)		April 15
DEVANHA	8000	MOLDAVIA 10000		May 5
DELHI	8000	MONGOLIA 10000		May 13
ASSAYE	7500	MOREA 11000		May 27
DELTA	8000	MOOLTAN 10000		June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
 1st SALOON £71.10 SINGLE, £106.14 RETURN.  
 2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**  
 CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
	about	about
* SUNDIA	January	25 March
* NUBIA	February	8 March
* SYRIA	March	8 April
* NORE	March	22 May
* PALAWAN	April	5 May
* BORNBO	April	19 June
* SICILIA	May	31 July
* SUMATRA	May	14 July
* NILE	June	14 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):  
 1st SALOON £55.0 SINGLE, £82.10 RETURN.  
 2nd " £38.10 " £57.4

\* Carry 1st and 2nd Saloon Passengers.  
 For further Particulars, apply to—

**E. A. HEWETT,**  
 SUPERINTENDENT.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
 VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
 SHANGHAI.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN"	5,050	On 26th Sept., P.M.
MARSEILLES, VIA PORTS	"TOURANE"		On 27th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA"		On 10th Oct., P.M.
MARSEILLES VIA PORTS	"V. DE LA CIOTAT"		On 11th Oct., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For further Particulars, apply to—

**P. THOMAS, AGENT,**  
 Queen's Building.

Hongkong, 14th September, 1910.

**NORDDEUTSCHER LLOYD. BREMEN**  
**IMPERIAL GERMAN MAIL**  
**LINES.**

FOR	STEAMERS	TONS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	5,050	Tuesday, 20th Sept., at 9 A.M.
YOKOHAMA & KOBE	"COBLENZ"	6,750	About 20th September
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Thursday, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ EITELFRIEDRICH"		About 21st Sept.
YOKOHAMA	Capt. F. Prosch, 16,000		
MANILA, ANGAU, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 8th Oct., at Daylight
	Capt. H. RANGHEER		

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,**  
**MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 16th September, 1910.

## PASSENGER SEASON 1911.

**IN 25 DAYS TO ITALY**

BY THE

**MAGNIFICENT N.D.L. LINERS:**

DISPLACEMENT.

* "PRINZESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
* "LUETZOW"	17,300	ON APRIL 5TH.
Capt. —		
* "KLEIST"	17,000	ON APRIL 19TH.
Capt. O. PARNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

\* Fitted with Wireless Telegraphy.  
 Early booking recommended.  
 For Particulars, apply to

**MELCHERS & Co.,**  
 GENERAL AGENTS.

Hongkong, 15th September, 1910.

**Cutler, Palmer & Co.'s**



**SPECIAL BLEND WHISKY.**  
 SHIPPERS  
**Cutler, Palmer & Co., London.**  
 AGENTS  
**SIEMSEN & CO.,**  
 HONGKONG.

**PRINTING**

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS"  
 PRINTING WORKS

turn out the Best Printing at Reasonable Prices.

## HONGKONG TIDE TABLE.

From September 10th to 22nd, 1910.

Day of Week.	Day of Month.	HIGH WATER.		LOW WATER.	
		Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
Fri	16	h. m.	ft. in.	m. h.	ft. in.
		8 55	7 1/2	10 0	4 4
Sat	17	8 55	7 1/2	10 0	4 4
		8 55	7 1/2	10 0	4 4
Sun	18	8 55	7 1/2	10 0	4 4
		8 55	7 1/2	10 0	4 4
Mon	19	8 55	7 1/2	10 0	4 4
		8 55	7 1/2	10 0	4 4
Tue	20	8 55	7 1/2	10 0	4 4
		8 55	7 1/2	10 0	4 4
Wed	21	8 55	7 1/2	10 0	4 4
		8 55	7 1/2	10 0	4 4
Thurs	22	8 55	7 1/2	10 0	4 4
		8 55	7 1/2	10 0	4 4

## HONGKONG METEOROLOGICAL REGISTER.

By Hongkong Observatory, September 16th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.98	29.93	29.88
Temperature	84	85	85
Humidity	78	78	78
Wind Direction	South	—	SSE
Force	1	0	1
Weather	0	0	0
Rain	—	—	—

Highest open air Temperature on 14th.....83  
 Lowest open air Temperature on 14th.....77

## MESSRS. FALCONER &amp; CO.'S REGISTER.

September 15th.

Barometer 9 A.M. 29.98	Therm. (Wet bulb) 9 A.M. 78
Barometer 1 P.M. 29.99	Therm. (Wet bulb) 1 P.M. 79
Barometer 4 P.M. 29.98	Therm. (Wet bulb) 4 P.M. 79
Thermom. 9 A.M. 81	Therm. Maximum .....82
Thermom. 1 P.M. 82	Therm. Minimum over night.....79
Thermom. 4 P.M. 82	

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA."  
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., TO-MORROW, 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 15th October, 1910.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 5th September, 1910.

## "SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

## THE Steamship

"CARNARVONSHIRE."  
 Captain Gregory, will be despatched as above on or about the 17th September, 1910.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 31st August, 1910.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

"AUSTRIA."  
 Captain Reichel, will leave for the above places on SUNDAY, the 18th inst., a.m.  
 This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards.  
 For Freight or Passage, apply to  
 SANDER, WIELE & Co.,  
 Princes' Building.  
 Hongkong, 13th September, 1910.

**CANADIAN**  
**PACIFIC**  
**RAILWAY CO.**  
 FOR VANCOUVER.

## THE Steamship



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	DELTA ... Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA ... Capt. W. R. Hickey	About 21st Sept.	Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN ... Capt. C. E. Longdon, R.N.R.	About 22nd Sept.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA ... Capt. D. C. Gregor, R.N.R.	About 5th Sept.	Freight and Passage.

For Further Particulars, apply to  
HONGKONG, 16th September, 1910

E. HEWETT, Superintendent

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG and HAIPHONG	"SINGAN"	On 18th Sept. 4 P.M.	
SHANGHAI	"LINAN"	On 18th Sept. 4 P.M.	
MANILA	"TAMING"	On 20th Sept. 4 P.M.	
ILOLO & CEBU	"KAIFONG"	On 21st Sept. 4 P.M.	
CHEFOO & TIENTSIN	"KUEICHOW"	On 25th Sept. 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 16th September, 1910

BUTTERFIELD & SWIRE, AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SAWTOW, AMOY AND FOOCHOW.

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 23rd Sept., at 10 A.M.

## FOR SWATOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING
"HAIMUN"	Capt. H. Stewart	WED'DAY, 21st Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—  
HONGKONG, 16th September, 1910.

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.	
TIENTSIN	"CHEONGSHING"	Monday, 19th Sept., Noon	
SHANGHAI	"LOKSANG"	Sunday, 20th Sept., Noon	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 20th Sept., Noon	
MANILA	"YUENSANG"	Friday, 23rd Sept., 4 P.M.	
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon	

RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS.

The Steamers "KUTSANG," "NAMANG" and "POONGANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
HONGKONG 15th September, 1910

GENERAL MANAGER

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to  
HONGKONG, 14th September, 1910.

MELOCHERS & CO., AGENTS.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. E. E. Cope	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takoda	7,000	WED'DAY, 12th Oct., at Daylight
	HIBANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via SINGAPORE, HAI, MOJI, KOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine	5,000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Terunaka	5,000	WED'DAY, 28th September
KOBE and YOKOHAMA	TANGO MARU Capt. A. Christiansen	8,000	THURSDAY, 29th Sept., at Noon

— Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

CLASS	\$120	\$110	\$100	\$90
	\$ 80	\$ 70	\$ 60	\$ 50

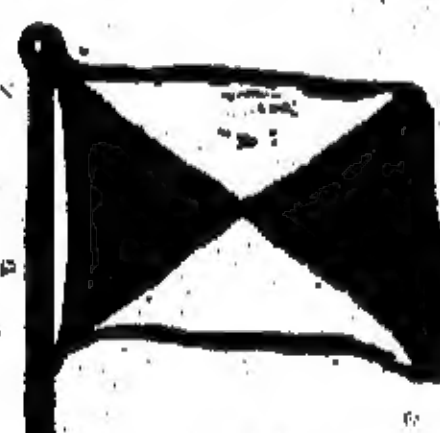
With Option of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at

HONGKONG, 7th September, 1910.

T. KUSUMOTO,  
MANAGER [13-125]



# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
EUBI	2540	R. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to  
HONGKONG, 5th September, 1910.

SHEWAN, TOMES & Co.  
General Managers.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR	STEAMERS	TO SAIL	REMARKS
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. C. FEED. LAEISZ	27th Sept.	
	S.S. ARMENIA	6th Oct.	
	S.S. SENEGAMBIA	21st Oct.	
	S.S. SILESIA	4th Nov.	
	S.S. SUEVIA	16th Nov.	
	S.S. ARABIA	30th Nov.	
	S.S. SCANDIA	15th Dec.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

HONGKONG, 16th September, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

STEAMERS	TONS.	SAILING DATES.
S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

HONGKONG, 1st September, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 7th September, 1910.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon
	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSAI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 18th Sept., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's Steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office.

32, WATER STREET

YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537



# GEBRÜEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

## BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-2

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The Delta, with the Siberian mail, is due to arrive at Hongkong to-day.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haiching	Friday, 16th, 9.00 A.M.
Amoy	Tientsin	Friday, 16th, 11.00 A.M.
Singapore, Penang and Colombo	Liberia	Friday, 16th, 11.00 A.M.
Manila	Sui Tai	Friday, 16th, 1.15 P.M.
Bangkok	Loongang	Friday, 16th, 3.00 P.M.
	Pitsanulok	Friday, 16th, 1.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOHAMA, HONOLULU &  
SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Port Darwin Thursday Is. Cooktown, Cairns,  
Townsville, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Melbourne,  
Adelaide, Dunedin, Perth and Fremantle

Manila, Hongkong, Penang and Colombo  
Extra Postage 10 cents.  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)  
The Parcel mail will be closed today,  
at 5 p.m.

Manila, Hongkong, Penang and Colombo  
Extra Postage 10 cents.  
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TELEGRAPHIC ADDRESS:  
MARINEWORK

TELEPHONE:  
Office 358, Works 354.

## WILLIAM C. JACK & CO., LTD.,

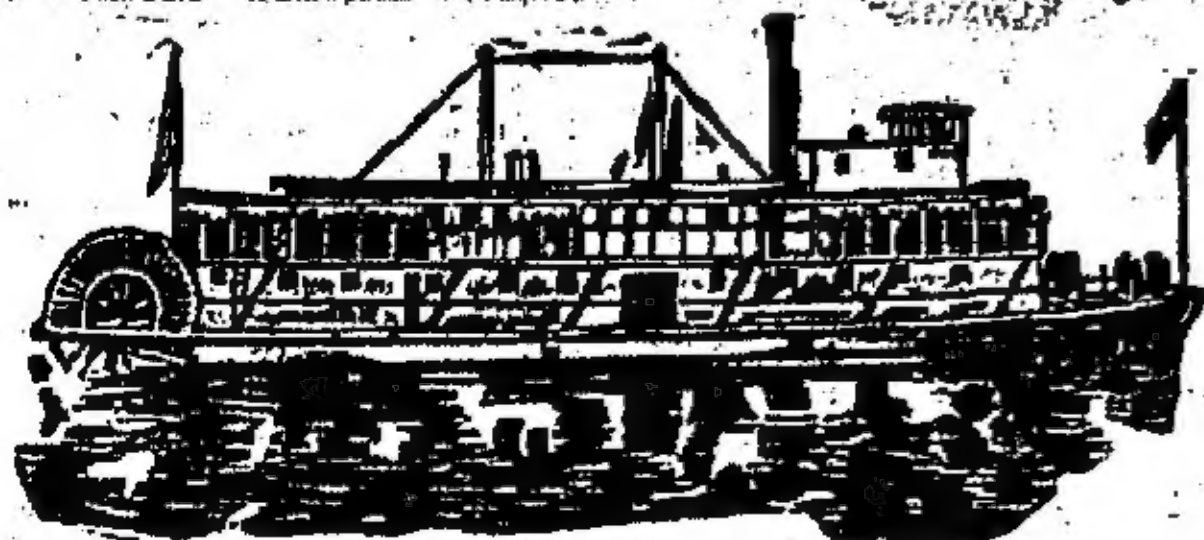
ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or  
make a better mousetrap than his neighbor, though he build his house  
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETER" ENGINES. "ALLEN" PUMPS.  
"HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANICAL  
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

### TO-DAY

9 P.M.—Warwick Major's Comedy Co. at  
Theatro Royal—"The Importance of Being  
Earnest."

### FORECOMING EVENTS.

Saturday, 17th Sept.—Eighteenth Half-Yearly  
Drawing of Sixty-five Debentures of  
Hongkong Club, 11 A.M.

Saturday, 17th Sept.—Ninth Ordinary Annual  
Meeting of China Light and Power Co.,  
Ltd., Noon.

Saturday, 17th Sept.—Fourth Meeting of Hong-  
kong Gymkhana Club, at Happy Valley,  
3.30 P.M.

Today, 20th Sept.—Extraordinary General  
Meeting of Hongkong Club, 5.15 P.M.

Thursday, 22nd Sept.—Annual General Meeting  
of Hongkong Football League at Y.M.C.A.  
Room, 5.30 P.M.

Saturday, 24th Sept.—Ordinary Annual Meeting  
of Hongkong Cotton Spinning Weaving &  
Dyeing Co., Ltd., 11.15 A.M.

Saturday, 24th Sept.—Ordinary General Meet-  
ing of Douglas Steamship Co., Ltd., Noon.

Tuesday, 27th Sept.—Annual General Meeting  
of Kowloon Cricket Club, 5.15 P.M.

### OPIUM.

September 14th.

Malwa New	\$1,900/1,950 per picul.
Malwa Old	\$1,960/2,000 "
Malwa Older	\$2,010/2,050 "
Malwa V. Old	\$2,060/2,100 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$1,900 "
Patna New	per chest.
Patna Old	\$1,970 "
Banaras New	\$1,980 "
Banaras Old	\$1,980 "

### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 15TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$932, sales
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$1, \$1.40.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manuf'g Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loon-Kung-Mow C. Spin'g. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$19, buyers
<b>DOCKERS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
<b>NEWBURY &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$4.65, x. div.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	12,000	\$10	\$10	\$21, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$100, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$25	\$358, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$32.
Kowloon Land and Building Co., Ltd.	6,000	\$58	\$10	Tls. 112.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$39, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
<b>MIXING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74.
<b>PEAK TRAMWAYS CO., LIMITED</b>	50,000	\$10	\$1	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$12, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
<b>ROBINSON FINCO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$104, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$60, J. don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$97, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$52.
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$12, buyers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$114, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$500.
<b>RUBBERS.</b>				
Allagars	750,000	2/-	all	6/-
Anglo-Malaya	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$15 (Sta.)
Bakit Kajangs	70,000	\$1	all	93/6
Castelfields, fully paid	30,000	\$1	all	63/6
Cheviots	70,000	\$1	all	118/-
Eastern and International	250,000	\$1	all	17/6 prem.
Highlands and Lowlands	307,143	\$1	all	11/6
Kamunings	1,825,000	2/-	all	63 prem.
Kuala Lumpur	180,000	\$1	all	—
Labus	100,000	2/-	all	82/6
Ledbury's	100,000	\$1	all	54/6
Lingit	900,000	2/-	all	13/-
London Ventures	1,256,000	2/-	all	6/6
Morlous	1,750,000	2/-	all	7/3
Pegohs	—	—	all	\$28 (Sta.)
Sandycrofts	50,000	\$2	all	\$51, x. div. (Sta.)
Sepone	100,000	\$1	all	24/-
Shelfords	65,000	\$1	all	72/6
Shanghai and Johore	125,000	\$2	all	\$142 (Sta.)
Sumatra Paras	995,000	2/-	all	15/-
Sungel-Kapars	90,000	2/-	all	—
United Serdangs	170,000	\$1	all	115/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1936	Tls. 767,200	Tls. 250	7% p. annum	Par.

### COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

September 15th.

<b>ON LONDON.</b>	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Cable, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/10 1/2
<b>ON PARIS.</b>	
Bank Bills, on demand	22 1/2
Credits, at 4 months' sight	23 1/2
<b>ON GERMANY.</b>	
On demand	183 1/2
<b>ON NEW YORK.</b>	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
<b>ON BOMBAY.</b>	
Telegraphic Transfer	134
Bank, on demand	134 1/2
<b>ON CALCUTTA.</b>	
Telegraphic Transfer	134
Bank, on demand	134 1/2
<b>ON SHANGHAI.</b>	
Bank, at sight	74 1/2
Private, 30 days' sight	75
<b>ON YOKOHAMA.</b>	
On demand	88
<b>ON MANILA.</b>	
On demand	88
<b>ON SINGAPORE.</b>	
On demand	76 1/2
<b>ON BATAVIA.</b>	
On demand	107 1/2
<b>ON HAIPHONG.</b>	
On demand	14 1/2 pm.
<b>ON SAIGON.</b>	
On demand	8 1/2 pm.
<b>ON BANGKOK.</b>	
On demand	8 1/2 pm.
<b>STANDARD BANK'S BUYING RATE.</b>	\$11.10
GOLD LEAF, 100 fine, per tael	\$58.30
BAR SILVER, per oz.	24 1/2

### SUBSIDIARY COINS.

Chinese	20 cents pieces	24 1/2 discount.
Chinese	10 "	\$5.62
Hongkong	20 "	\$4.55
Hongkong	10 "	\$4.98

# SIEMSEN & CO., Machinery Dept. Hongkong.

## The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY  
REDUCED PRICES.

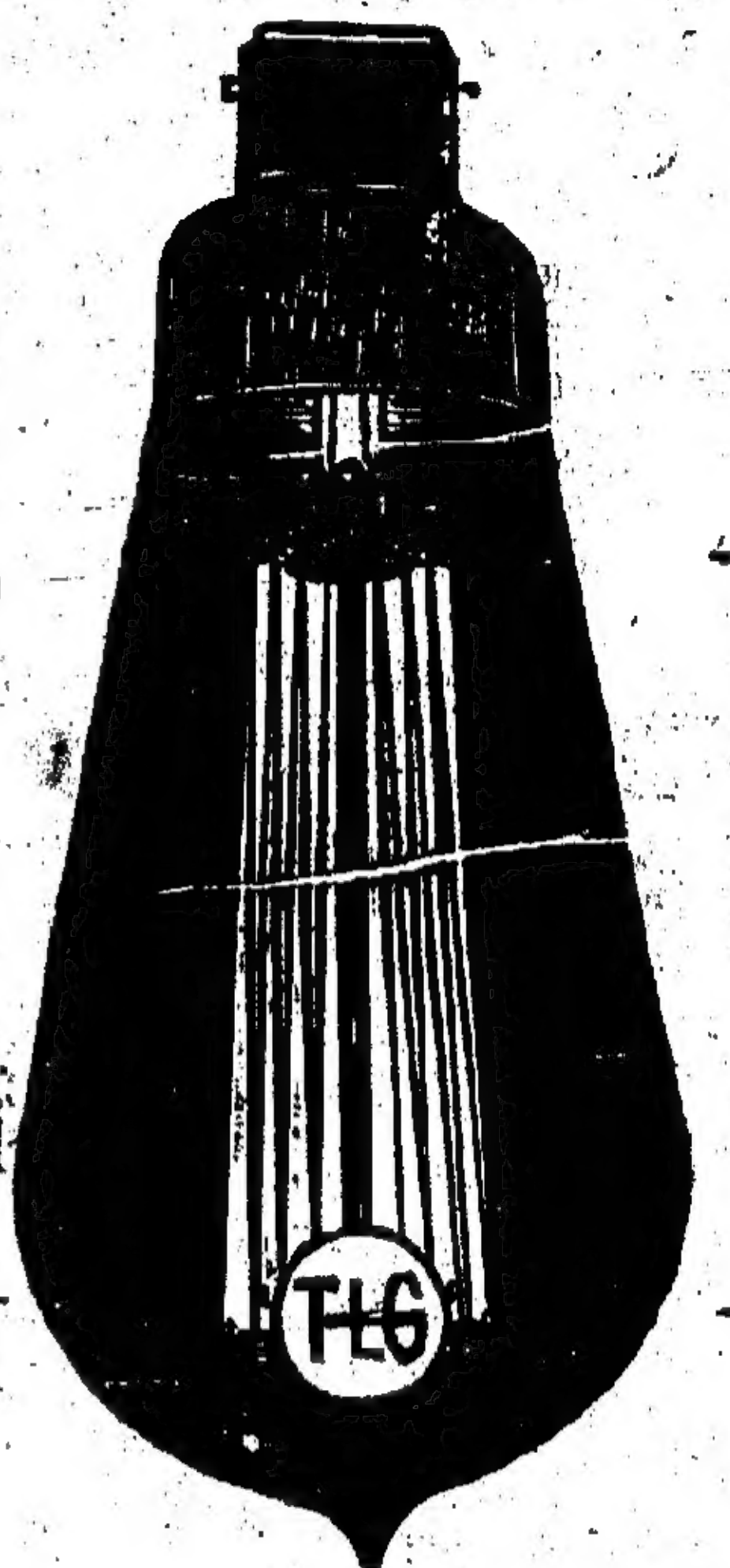
### THE F. G. L. METAL FILAMENT LAMPS—

Save 75 per cent. current  
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ARE THE CHEAPEST  
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Give agreeable white light.  
Little risk of breakage.  
Life 2000-3000 hours.  
Great constancy of lighting  
during the whole period  
of burning.  
Small pleasing forms, pear-  
shaped, plain or frosted  
glass.  
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are  
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substitution of broken for sound lamps.



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